The Hong Kong Daily Press.

No. 693 — 一千八百七十年七月初七日 — 光緒十六年六月廿四日 — 第千伍百九拾三號 — HONGKONG, THURSDAY, 7TH JULY, 1870. — 西曆 — 七月七號 — 香港 — PRICE $2½ PER MONTH.

Arrivals.

July 6, CHOW-SYE, Siam. bk., 530, Jorgensen, Bangkok 23rd June, General.—CHINESE.

July 6, SANTA ANA, Span. br., 402, Gavito, Manila 28th June, General.—BEANDAO & Co.

July 7, AMOY, Siam. bg., 262, Witt, Bangkok 21st June, General.—CHINESE.

Departures.

July 6, FUH-LE, str., for Foochow.
July 6, FINZEL, for Saigon.
July 6, DOUGLAS, str., for Whampoa.
July 6, JANET STEWART, for Manila.
July 6, PETER ROHLANDS, for Kobe.
July 6, CHUKIANG, str., for Canton.
July 7, TRAVANCORE, str., for Bombay, &c.

Clearances.

AT THE HARBOUR MASTER'S OFFICE.
JULY 6TH.

Chukiang, str., for Canton.
G. C. Lorentz Meyer, for Saigon.

Passengers.

The following passengers proceeded by P. & O. Co.'s steamship *Travancore*, to-day, at 9 A.M.

FIRST CLASS.

For Marseilles.—Mr. and Mrs. Chas. Storey.
For Southampton.—Messrs. A. Sim, C. F. Layton, A. Worcester, and Capt. James Blow.

SECOND CLASS.

For Bombay.—One Native deck.
For Southampton.—Capt. Orr.

Per *Santa Ana*, from Manila,—
Mr. Joseph Quadens.
Per *Chow-sye*, from Bangkok,—
50 Chinese.
Per *Amoy*, from Bangkok,—
1 Chinese.

Reports.

The Siamese barque *Chowsye* reports fresh breeze from S.W., and squalls from S. to Pulo Sapata, thence light winds between S. and S.W.

The Siam brig *Amoy* reports passed the Siam barque *Cruizer*, in lat. 8.5 N., and long. 107.56 E., hence to Bangkok.

The Spanish bark *Santa Ana* reports light S.E. winds on leaving the Luzon Coast, after which light winds from W. and W.N.W., calms and fine weather.

FOOCHOW SHIPPING.

ARRIVALS.

June 17th, Isabella Brown from Melbourne, Kromprindsen from Hiogo; 19th, Englebert from Newcastle, N.S.W.; 20th, Zoba from Yokohama, Faik from Takao; 21st, Gaviota from Swatow; 22nd, White Adler from Shanghai, Wild Wave from Amoy, Nasid from Swatow; 23rd, Bandora, from Hongkong.

DEPARTURES.

June 21st, Newcastle for Shanghai, Archibald for Shanghai.

SHANGHAI SHIPPING.

ARRIVALS.

June 16th, Zejthyrus from Foochow, Drouing from Nagasaki; 17th, Titania from Hankow, Claro Babtuyan from Foochow, Escape from Newcastle, N.S.W.; 19th, Rebecca from Newchwang, Union from Newcastle, N.S.W., Anglo Saxon from Newcastle, N.S.W., Maria Louise from Cardiff, Hammonia from Taiwan-foo; 21st, Meta from Nagasaki, Charley from Swatow; 22nd, Golden Spur from Sydney; 23rd, Endymion from Cardiff, Arab from Amoy, Lightfoot from Nagasaki, Nellie Abbot from Swatow; 25th, Simoda from Swatow; 26th, Elizabeth A. Oliver from Newchwang, Satsuma from Sydney; 27th, Newcastle from Foochow, Columbus from Kobe, Hongkong from Swatow, Cora Linn from Yokohama; 28th, Johann Anton from Yodohama, Douglas Castle from Newcastle, N.S.W.

DEPARTURES.

June 18th, Wilhelmine & Elize for Tamsui; 17th, Adeline for Keelung; 18th, Titania for London, Heather Bell for Chefoo; 19th, Byron for Takow, Frise for Amoy, Miss Kilmansegg for Foochow; 21st, Chinaman for Foochow; 22nd, Virgilia for Foochow; 24th, Cutty Sark for London, Monro Castle for Chefoo, Matilda for Chefoo & Pussiet; 25th, Vondel for Tamsui, Anna for Tamsui; 26th, John C. Munro for Foochow; 27th, Miako for Hongkong, Created Wave for Hongkong; 28th, Forward Ho for London, Serica for London; —, Francis Henty for Keelung.

YOKOHAMA SHIPPING.

ARRIVALS.

June 18th, China, str., from Hongkong, Marchioness of Londonderry from Saigon, Huijdecoper from Hongkong; 19th, Golden Age, str., from Shanghai, Guinevere from Saigon, Catharina from Saigon, Aden, str., from Hongkong; 20th, Aurelie from Saigon; 23rd, N. G. cor. Medusa from Hiogo, H.M.S. Salamis from Hiogo, Pekin from Hakodadi, F. A. Palmer Palmer from Hongkong, Stag from Bangkok, Laurel from Saigon, Pierre from Saigon, West Indian from Swatow, Albasserweerd from Saigon, Gatesbead from Saigon, Auffreday from Amoy, Astrea from Takao; 25th, Penang from Bangkok, Eleanor from London, Loeling from Takao.

DEPARTURES.

June 19th, The Caliph for Foochow, Assens, seeking, Louise for Yokoska; 22nd, Eagle for Coast of China, St. Ives, seeking, Leolina, seeking; 23rd, Rantipole for Hakodadi, Guinevere for Hiogo.

MANILA SHIPPING.

ARRIVALS.

June 17th, Marques de la Victoria, str., from Hongkong, Therese from Hongkong; 18th, Encarnacion from Hongkong; 25th, Olaguivel from Akyab, Venceslora, str., from Hongkong; 27th, Velocity from Hongkong; 29th, Andreas from Swatow 30th, Dona Anita from Hongkong.

DEPARTURES.

June 18th, Robert Fletcher for London; 20th, Josephine Amedee for Shanghai, 23rd, Bonita for Sydney, Soledad for Boston, Maria for Shanghai; 25th, Therese for San Francisco, Santa Ana for Hongkong; Brunnstone for Liverpool.

Notice to Mariners.

J. M. ARMSTRONG,
Sundry Articles.

SEALED TENDERS (in duplicate) Marked "Tenders for constructing New Verandas to B Range, Soldier's Quarters, Murray Barracks," will be received at this Office up to noon of the 14th July, from persons desirous of contracting for the execution of the said Work.

Plans, &c., can be seen and all further information obtained, at the Royal Engineer Office, *Queen's Road*, up to the 9th instant, between the hours of 10 A.M. and 3 P.M. daily (Sundays excepted).

No Tender will be recognised unless the person making it shall previously register his name at the Royal Engineer Office.

GEO. PHILLIPS,
Acting Assistant Controller.

Controller's Office,
Hongkong, 4th July, 1870. 1841 2 2

NINGPO PILOT COMPANY.

MASTERS of Vessels bound to Ningpo, are informed that the Pilot Cutters *Noonat*, *Alarm*, and *Dido* will be found on the cruising ground in Chin-san Channel

F. W. GALLES,
Agent.

23rd April, 1870. 3m 800

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL—5,000,000 of Dollars.

Court of Directors.—

Chairman—H. B. LEMANN, Esq.
Deputy Chairman—HONBLE. J. B. TAYLOR.

E. R. Bellios, Esq.	Julius Meke, Esq.
W. H. Forbes, Esq.	Thomas Pike, Esq.
George F. Heard, Esq.	Honble. E. Rowett.
George J. Holland, Esq.	S. D. Sassoon, Esq.
A. Trout, Esq.	

Managers.—
Hongkong—Victor Kresser, Esq.
Chief Manager.
Shanghai—David McLean, Esq.

London Bankers—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted, on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

VICTOR KRESSER, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East.
1092 Hongkong, 1st January, 1870.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the year ending on 31st December last, at the rate of Twelve per cent. per annum, say $7.50 per paid-up Share of $125, and $3 per Share on which $50 have been paid, is payable on and after THURSDAY, the 10th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By order of the Board of Directors,
VICTOR KRESSER,
Chief Manager.

tf 235 Hongkong, 4th February, 1870.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Third Call of Twenty-five dollars per Share, on the Shares in the Capital of the Corporation, numbered from 20,001 to 40,000, inclusive, is payable on the 1st day of JULY next, at the Head Office and Branches of the Bank.

Interest at the rate of Twelve per centum per annum will be charged on the amount of all calls unpaid, and the other provisions of the 30th article of the Deed of Settlement of the Corporation will also be enforced in respect of Shares upon which the Calls remain unpaid.

By order of the Court of Directors,
VICTOR KRESSER,
Chief Manager.

tf 1094 Hongkong, 1st June, 1870.

FOR SALE.

TWO Double Barrel STEAM WINCHES, with 2 Cylinders, each 7 inches diameter and 12 inches stroke, equal to 12 horse power, in good working order.

One pair of ENGINES, 14 inches diameter of Cylinder and 20 inches stroke.

Also,

One new ENGINE, 6 inches Cylinder and 6 inches stroke, with new boiler for same, suitable for a Steam launch of 30 to 35 feet long.

For Particulars, apply to
D. ILLINGWORTH,
West Point Foundery.

tf 1007 Hongkong, 2nd June, 1870.

CONSULADO DE ESPAÑA
EN
HONGKONG.

EL Consulado de España en Hongkong, tiene el honor de anunciar al Comercio de esta Ciudad, que el Gobierno de Manila ha dispuesto se vendan en Almonedas Mensuales, para la exportacion, toda la cantidad de tabacos elaborados que resulte sobrante del consumo interior de las Islas; y que existen muestras de todas las clases con los precios que sirven de tipo en las Almonedas, en la Cancilleria de este Consulado que podrán ver y conocer las personas que gusten, todos los dias de 10 á la 1 de la tarde.

Hongkong, 15 de Junio de 1870.

El Cónsul de España,
T. ORTONO.

1128

NOTICE.

IN THE ESTATE OF MORRIS & CO.

ALL persons indebted to the above Estate, are requested to make immediate payment, and all persons having Claims against the Estate are notified to send the same to the undersigned before the 15th July next, after which date no Claim will be allowed.

G. R. LAMMERT, *Trustees to the*
THOS. ROGERSON, *Estate.*

1m 1164 Hongkong, 20th June, 1870.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents, to the above Company, at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 718 Hongkong, 9th November, 1868.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company are now prepared to grant Policies, covering Marine Risks, at the current rates.

WM. PUSTAU & Co.

tf 746 Hongkong, 21st April, 1870.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.

tf 777 Hongkong, 25th April, 1870.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with Paragraph 110 of the Articles of Association of this Company, the Half-yearly Interest at the rate of 12% per annum on the paid up Capital is now due. Warrants payable at the Hongkong and Shanghai Banking Corporation, Hongkong, can be obtained at the Offices of the Company, by Shareholders not already in receipt of the same.

JARDINE, MATHESON & Co.,
General Managers.

1m 1229 Hongkong, 2nd July, 1870.

Intimations.

THE
VICTORIA FIRE INSURANCE COMPANY
OF HONGKONG, LIMITED.

CAPITAL $1,500,000, IN 3,000 SHARES OF $500 EACH.
PAID UP CAPITAL $300,000.

Board of Directors.—

W. H. FORBES, Esq., (Messrs. Russell & Co.), Chairman.
S. D. SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
J. F. BURKY, Esq., (Messrs. Eduljee Framjee, Sons & Co.)
HERMANN MELCHERS, Esq., (Messrs. Melchers & Co.)
E. DELBANCO, Esq., (Comptoir D'Escompte de Paris.)
AUGUSTINE HEARD, Esq., (Messrs. Augustine Heard & Co.)

Bankers.—
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Auditors.—
F. W. MITCHELL, Esq.
MATTHEW W. BOYD, Esq.
(Chartered Bank of India, Australia, and China.)

Head Office,—
HONGKONG.

Secretaries.—
MESSRS. AUGUSTINE HEARD & Co.

THE Company having been Registered under the "Companies Ordinance, 1865," and its Shares allotted, will be prepared to accept Risks against Fire, on buildings and merchandise Stored therein, at the current rates, on and after March 1st, 1870.

Twenty per centum of the profits of the Company will be distributed annually as a Bonus among Contributing Shareholders, proportionately to the amount of premia paid by them.

AUGUSTINE HEARD & Co.,
Secretaries.

tf 398 Hongkong, 26th February, 1870.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

REGISTERED UNDER THE COMPANYS' ORDINANCE, No. 1, OF 1865.

Directors.—

The Honble. H. B. GIBB, of Messrs. Gibb, Livingston & Co. (Chairman).
J. B. TAYLOR, Esq., of Messrs. Smith, Archer & Co.
E. A. HUTCHCOUR, Esq., of Messrs. Olyphant & Co.
A. MACG. HEATON, Esq., of Messrs. Douglas Lapraik & Co.
ERNEST ARTHUR, Esq., of The Chartered Mercantile Bank of India, London and China.

HEAD OFFICE AT HONGKONG.

Secretary,—
N. J. EDE, Esq.

Bankers.—
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

Agents.—

Swatow,	Messrs. BRADLEY & Co.
Amoy,	ELLIS & Co.
Foochow,	OLYPHANT & Co.
Ningpo,	DAVIDSON & Co.
Shanghai,	GIBB, LIVINGSTON & Co.
Kiukiang,	R. FRANCIS & Co.
Hankow,	GIBB, LIVINGSTON & Co.
Chefoo,	FERGUSSON & Co.
Nagasaki,	ALT & Co.
Yokohama,	SMITH, ARCHER & Co.
Kobé,	BROWNE & Co.
Saigon,	HANSCHILD & SORENSEN.
Singapore,	GILFILLAN, WOOD, & Co.
Penang,	A. A. ANTHONY & Co.
Tientsin,	JOHN HANNA, Esq.

THE Company having been established, with its Head Office at Hongkong and Agencies at the several places mentioned above, accepts risks and issues Policies of Insurance at the rates of Premium current at the respective Ports.

N. J. EDE,
Secretary.

8, Queen's Road,
Hongkong, 30th March, 1870. tf 612

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

UNTIL further notice, the Company are prepared to tow Vessels to and from Whampoa, and remain them in their Stone Docks (with Caisson gates), at

(40) FORTY CENTS PER SHEET.

By Order,
G. N. MINTO,
Secretary.

tf 663 Hongkong, 7th April, 1870.

IN CHANCERY.

B. F. CAMA, SONS & CO.,
NARRAWAY v. BEATTIE.
BEATTIE v. NARRAWAY.

PURSUANT to an Order of the High Court of Chancery made in the matter of an Act of Parliament for better securing Trust Funds and for the relief of Trustees 10 and 11 Victoria Cap. 96, and in the matter of the Trusts of so much of the Estate of BOMANJEE FRAMJEE CAMA as is represented by the net proceeds of certain Policies of Insurance effected on the Ship *John Stuart*, which trusts are declared by two Indentures dated the 6th August, 1866, and another dated the 22nd August, 1866, and by the Decrees made in the Suits of NARRAWAY v. BEATTIE, 1868, N. No. 3, and BEATTIE v. NARRAWAY, 1869, B. No. 126, or in some of the said Indentures and Decrees, and in the said Suits of NARRAWAY v. BEATTIE, and BEATTIE v. NARRAWAY, all persons holding any Bills or Bill of Exchange accepted by the London firm of BOMANJEE FRAMJEE CAMA and Company, (which firm is now dissolved but formerly consisted of BOMANJEE FRAMJEE CAMA and BOMANJEE PESTONJEE and carried on business at Gresham House in Old Broad Street in the said City of London) for the accommodation of the said BOMANJEE FRAMJEE CAMA or of any Firm consisting of the said BOMANJEE FRAMJEE CAMA alone are required to send by post prepaid to WILLIAM DAWES FARNSFIELD, of the firm of Freshfields, No. 5, Bank Buildings, in the said City of London, Solicitors (in such manner that the same may be delivered on or before the 17th day of September, 1870) their names, addresses, and descriptions, including the styles of the firms, if any, of which they are members, and also Copies of the Bills of Exchange held by them, and a statement of the securities, if any, held by them against the said Bills of Exchange, and also a statement of all sums received by them on account of such Bills and from whom or from what securities such sums have been received, and of the amounts now remaining due on the Bills held by them respectively, or in default thereof they will be peremptorily excluded from the benefit of the said Order. The Holders of the said Bills are further required to produce the same at the Chambers of His Honor Vice Chancellor Sir RICHARD MALINS on THURSDAY, the 10th day of November, 1870, at 12 o'clock at noon, being the time appointed for adjudicating on the claim.

Note.—The said BOMANJEE FRAMJEE CAMA carried on business alone at Bombay under the style or firm of BOMANJEE FRAMJEE CAMA SONS & Co., and at Hongkong, in China, under the style or firm of FRAMJEE BOMANJEE CAMA & Co.

Dated the 22nd April, 1870.

N. PRICHARD,
Chief Clerk,
FRESHFIELDS,
5, Bank Buildings, London, Solicitors for the Petitioner in the above matters and Suits. 1128

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,

THIS DAY,
the 7th July, 1870, at noon,
At his Sales Rooms, Queen's Road,—

50 Barrels ALE, in pints and quarts.
50 " PORTER, ditto.
20 Cases VERMOUTH.
100 " CLARET.
20 " SHERRY.
130 Gross Clay PIPES.
3 Cases TOBACCO.
20 Boxes VERMICELLI.
50 Small MIRRORS.
40 Rolls LEATHER.
25 Barrels ROSIN.
Mosquito NETTING, UMBRELLAS, ALPACAS, MERINOS, PRINTS, &c., &c.
An Invoice of fancy SOAPS.
And sundry other GOODS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG,
Auctioneer.

1285 Hongkong, 6th July, 1870.

PUBLIC AUCTION.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, *Queen's Road*,

TO MORROW,
the 8th instant, at noon,

An Invoice of GOWARD'S GILMAN'S STORES, comprising MUSTARD, Salad OIL, VINEGAR, PICKLES, SAUCES, CAPERS, OLIVES, Lemon SYRUP, JAMS and JELLIES, Tart FRUIT, Candied PEEL, CURRANTS, FIGS, RAISINS, French PRUNES, ALMONDS, TAPIOCA, Pearl BARLEY, OATMEAL, MACCARONI.

CHOCOLATE and MILK, BLACKING, 200 Cases BRANDY, 5 Bales CANVAS from No. 1 to No. 4, 2 Bales Seaming TWINE, Preserved MEAT and VEGETABLES.

&c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

1289 Hongkong, 7th July, 1870.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

MONDAY,
the 11th July, 1870, at noon,
in the Premises, No. 7, Gage Street,

Elegant, English-made and other HOUSEHOLD FURNITURE,

Consisting of:—

Drawing and Dining Room SUITES, Morocco and Damask Covered COUCHES, SOFAS and CHAIRS, Carved and Marble Top TABLES, MIRRORS, ENGRAVINGS, CURTAINS and POLES, BEDSTEADS, WASHSTANDS, TOILET SETS and GLASS, Decorated WARE, GLASSWARE, Crockery WARE, CUTLERY,

&c., &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

D. L. NORONHA & Co.,
Auctioneers.

1294 Hongkong, 4th July, 1870.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, at the Sugar Refinery, East Point, on:

FRIDAY,
the 29th day of July, 1870, at noon.

A quantity of Surplus MACHINERY, Engineers' STORES, &c., consisting of:—

1 large Horizontal Steam ENGINE, and set of PUMPS, by J. P. Cail & Co., Paris; complete with Governors; diam. of Cylinder 12 in. Stroke 32 in. having attached 1 large double acting suction Pump, 15 in. diam. and 32 in. stroke, Brass lined, and having brass valves, 1 double acting suction Pump 7 in. diam. 24 in stroke, 1 Ram Force Pump 4 in. diam. 24 in. stroke.
1 Steam BOILER, for do.
1 Horizontal American Steam DONKEY PUMP.
1 Steam ENGINE and PUMP, by Speechly, Hongkong.
1 New Horizontal Steam ENGINE, by Manlove, Alliott & Co.
1 New Upright Steam BOILER, by Manlove, Alliott & Co.
Mal. Iron Steam RECEIVERS.
Mal. Iron CISTERNS.
Mal. Iron SHAFTINGS.
4 Sets Counter GEAR, each with Shaft, &c.
4 Frictional GEARING, by J. P. Cail & Co., Paris.
1 Mal. and 1 Cast Iron TILTER.
2 Cutting MACHINES, complete.
5 French and 3 English Condensed Steam TRAPS.
5 Water Closet SEATS, with Pipes, &c.
1 Cast Iron PULLEY, 5 ft. 6 in. by 12 in.
Cash Iron, Mal. Iron, and Copper PIPES.
A large Collection of Steam Stop VALVES.
Bevel, Mitre, Pinion, and Spin WHEELS.
A quantity of Manhole DOORS.
1 CRANE, TRUCKS, AXLES, and WHEELS.
ROLLERS, WEIGHTS, Cast Iron PILLARS; Iron RAILINGS, Corrugated IRON ROOFING, and a great Collection of Old Cast and Mal. IRON, Copper and Brass FITTINGS and CASTINGS, &c., &c.

Also,

A large assortment of Hubbuck's PAINTS, OIL, &c.

TERMS OF SALE.—Cash on delivery in Mexican dollars weighed at 7.1.7.

THOMAS WALLACE,
Auctioneer.

1251 Hongkong, 1st July, 1870.

HER Majesty's Vessels "*CORMORANT*" and "*RIFLEMAN*" will be sold by Auction, by Mr. J. M. ARMSTRONG, Government Auctioneer, at the Naval Yard, Hongkong, on

THURSDAY,
the 11th August, 1870, at 11 o'clock A.M.

The following are the particulars:—

"*CORMORANT*," Ship of 695 Tons measurement, 200 H.P. Nominal; working up to 560 Actual. Engines, horizontal directing acting, by Napier & Co., Glasgow; with Spare Gear complete, and metal Screw in good condition. Also, 2 Fighting and 2 high Boilers, with Fittings, Mountings, Spanners, Tools, &c., complete.

Will be sold as she stands, with all her Masts and Yards, Rigging, one suit of Sails, two Bower Anchors, one hundred fathoms of Chain Cable, &c., &c.

"*RIFLEMAN*," 486 Tons, 100 H.P. She is three-mast Schooner rigged (standing wire Rigging complete); has all her Masts and Yards, one suit of Sails, two Anchors, one hundred and sixty two fathoms of Chain Cable, Davits, Stanchions, &c. The Boilers (2) are good, but the Engines require repair.

Further particulars can be obtained on application to the undersigned.

A. H. PRICE,
Naval Storekeeper.

Naval Yard,
Hongkong, 14th June, 1870. [1114

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

A DIVIDEND of 12% (*Twelve per cent.*) has been declared on the net premia contributed to the above Association for the year ending 30th September 1869.

POLICY HOLDERS will please send in particulars of their contributions to that date, to the Undersigned.

RUSSELL & Co.,
Secretaries.

tf 596 Hongkong, 26th March, 1870.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to dispose of by Public Auction, on

SATURDAY,
the 9th July, 1870, at 5 o'clock P.M.,
on the Ground,

The PROPERTY on Inland Lot No. 797, in Pokfoolum Road, consisting of:—

Lot No. 1.—One three-storied HOUSE, containing 4 Rooms in each Story, with Bath Rooms, Outhouses, Stable, &c., Water and Gas laid on. Garden all round the house. The Ground measures: on the South, abutting on a Public Road, 225 feet; on the North, abutting on a Portion of said Lot, 150 feet; on the East, abutting on a Ravine, 192 feet; on the West, abutting on a Portion of said Lot, 130 feet; and contains in all about 30,000 square feet, and is subject to a Crown Rent of $198 per annum.

Lot No. 2.—One BUNGALOW, with 4 Rooms, Bath Rooms, Out houses and Garden. Water laid on. The Ground measures: on the South, abutting on Pokfoolum Road, 120 feet; on the North, abutting on a Public Road, 140 feet; on the East, abutting on Lot No. 1, 220 feet; on the West, abutting on Inland Lot No. 796, 186 feet; and contains in all about 27,000 square feet. Annual Crown Rent $173.

Lot No. 3.—The remaining lower portion of Lot No. 797, well adapted for a Garden or small Houses. The Ground measures: on the North, abutting on a Public Road, 77 feet; on the South, abutting on Lot No. 1, 150 feet; on the East, abutting on a Ravine, 152 feet; on the West, abutting on Lot No. 2, 90 feet; and contains in all 12,600 square feet. Crown Rent $83 per annum.

(The whole may be put up in one lot if required.)

TERMS OF SALE.—One-third of the purchase money to be paid on the fall of the Hammer, in Mexican Dollars weighed at 7.1.7., and the balance on the completion of the transfer, or at 6 or 12 months with interest at the rate of 12 per cent. per annum. The expenses of transfer to be borne by the purchasers, and the property to be at the risk of the purchasers from the fall of the hammer.

For further particulars, apply to

D. L. NORONHA & Co.,
Auctioneers.

1281 Hongkong 4th July, 1870.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions from Messrs. GIBB, LIVINGSTON & Co. to sell by Public Auction,

At an early date,

(unless disposed of previously by private contract), on board,—

The Wooden Screw Steamer

"*ADELINE*,"

built by Wigham & Co., for the British Government, as Despatch Boat.

The *Adeline* is of the very best Materials and workmanship, strongly copper fastened throughout; length 200 feet, breadth 29 feet 8 inches, depth 13 feet 6 inches—has 2 horizontal direct acting engines, with duplicate piston rods, &c., built by Ravenhill, Salkeld & Co., 350 nominal horse power, will work up to 1,700—4 fighting and 2 ordinary boilers; capacity of Bunkers 150 tons, gross tonnage 580, registered tonnage 384. Masts, yards, sails, rigging, fire-engine with [illegible] engine room, cabin and other [illegible] (which may be seen [illegible] Surveyors plan, at the office of the Auctioneers); there is also on board a spare screw.

The Armament consists of 2 150-pounder Armstrong's Pallisier Pivot Guns, with lifting and sighting Apparatus.

2 40-pounder Breech loading Armstrongs.
2 40-pounder Muzzle loading Armstrongs.
All with Carriages, Shot, Shell, Fuzees, Cartridge bags, &c., &c., &c.
60 Snider *Rifles, with Sword Bayonets*, and Cartridges.

The above will be put up in one lot, and if unsold the steamer will be offered separately, the Guns with their fittings and ammunition in pairs, and the Rifles and Cartridges in one lot.

TERMS OF SALE.—One-half of the purchase money to be paid, and the vessel and armament to be at purchasers' risk at fall of hammer, the remainder to be paid within 10 days of the date of sale, under penalty of forfeiture of first half payment. Cash in Mexican dollars weighed at 7.1.7.

In event of the vessel and armament being sold separately. The purchaser of the vessel to allow the Gear and Engines to be used, and the vessel to be moored conveniently for delivering the Guns with their fittings, ammunition, &c., all expense connected with such removal to be borne by the purchasers of the Guns.

1023 Hongkong, 4th June, 1870.

GOVERNMENT NOTIFICATION.

TENDERS for the purchase of the Colonial Steam Schooner *Victoria*, will be received at this Office, until Noon of the 18th Proximo.

The particulars are:—

Length, 119 feet 5 inches. Breadth, 20 feet 2 inches. Depth, 9 feet 6 inches.
Gross Tonnage, 162.67.
Rig.—Fore Topsail Schooner.
Armament.—2 Brass 24 pounder Howitzers; Shot, Shell, &c., Rifles, Cutlasses.
Horse Power Nominal,—40 Horses.

Two Direct Acting Condensing Engines, by J. & A. BLYTH, of London, constructed in 1869, with a full set of spare Gear, including Propeller.

The *Victoria* was built at Hongkong in 1869, of the best Materials; she is fitted with Downton's Pump, Patent Capstan, and all modern improvements; is complete in Anchors, Chains, Boats, &c., &c.

An Inventory can be seen, and any particulars obtained, on application to the Harbour Master.

The right of rejecting all or any Tenders is reserved.

By Command,
J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 30th June, 1870. [19d 1243

TEN Cases Choice Australian PLANTS, just arrived, per *Onward*, and now on view.

LANE, CRAWFORD & Co.

1w 1275 Hongkong, 5th July, 1870.

FOR SALE.

A FINE BASKET CARRIAGE, in perfect order, with Pony and Harness, complete. Terms, very moderate. Apply at the HOTEL D'EUROPE.

1w 1276 Hongkong, 5th July, 1870.

HOME AND EDUCATION.

AN ENGLISH LADY, residing in Geneva, is desirous of RECEIVING A FEW ADDITIONAL PUPILS. They will have every home comfort and attention, together with a thorough ENGLISH and FRENCH EDUCATION. Terms 500 per annum. Reference given and required.

Address, Mrs. BARNETT, 19, Rue de Mont Blanc, Geneve, Switzerland. 1t.a.w 3m 1188

IN LIQUIDATION.

NOTICE is hereby given that the firm of WACHTELS, GROOS & Co., doing business at Nagasaki and Hiogo (Kobe), Japan, has entered into *liquidation*, and that Mr. JOS. W. ALLEN, of Kobe, has been duly appointed Attorney for that purpose.

H. P. M. WACHTELS.
J. HENRY GROOS.
H. ALPH. OETMANS.
Per his Attorney, H. P. M. WACHTELS.

Hiogo (Kobe), June 4th, 1870.

The undersigned requests that any communications referring to the above business be addressed to him at No. 60, Main Street, Kobe (Hiogo).

JOS. W. ALLEN.

1w 1263 June 7th, 1870.

Intimations.

THE MEMBERS
OF THE
HONGKONG CHORAL SOCIETY,
kindly assisted by their Conductor,
SIGNOR PELLICO,
will give a
MISCELLANEOUS CONCERT
in the
CITY HALL,
on the afternoon of
SATURDAY, 9TH JULY.

PROGRAMME OF CONCERT.

Chorus—"Heavy, holy power," (Masaniello) ..... AUBER.
Solo—"Di Provenza il mare il suol," (La Traviata) ..... VERDI.
Glee—"In the lonely vale of streams" ..... DR. CALLCOTT.
Trio—"La Carita" ..... ROSSINI.
Solo and Chorus—"Blow gentle gales" ..... BISHOP.
Duo—"Parche sul palco scenico," (Ballo in Maschera) ..... VERDI.
Four Part Song—"Hunting Song," (Jagdlied) ..... MENDELSSOHN.

INTERVAL.

Pianoforte Duet—Overtture "Il Barbiere" ..... ROSSINI.
Ballad—"The falling Star" ..... BESSIE E'EVERGUS.
Four Part Song—"Farewell to the Forest," (Abschied vom wald) ..... MENDELSSOHN.
Solo—"Roberto otu che adore" (Roberto il Diavolo) MEYERBEER.
Chorus—"Chœur de Peterins," (I Lombardi) ..... VERDI.
Solo—"O Luce di quest 'anima" (Linda di Chamouni) ..... DONIZETTI.
Chorus—The "Carnovale" ..... ROSSINI.

Concert to commence punctually at 5.30, and conclude about 7.30.

Tickets, price $2, to be obtained of Messrs. LANE, CRAWFORD & Co. on and after 8th July.

R. ELLIOT SOUTHWELL,
Hon. Secretary.

1286 Hongkong, 6th July, 1870.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the Company will be closed from the 1st to the 16th day of July next, both days included.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.

20d 1213 Hongkong, 25th June, 1870.

HONGKONG, CANTON, MACAO AND STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-yearly MEETING of Shareholders in the Company will be held at the office of the Company, Victoria, Hongkong, on SATURDAY, the 16th day of July next, at 12 o'clock noon, for the purpose of receiving the statement of Accounts with the report of the Directors, of declaring a Dividend and the election of a Directors and Auditors.

By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.

20d 1214 Hongkong, 25th June, 1870.

HONGKONG HOTEL CO., LIMITED.

NOTICE is hereby given that the Ordinary Half-yearly General Meeting of the Shareholders in this Company will be held in the Hotel, on THURSDAY, the 14th July, 1870, at half-past 3 P.M., to receive the statement of accounts with the report of the Directors, and for the election of Directors and Auditors.

By order of the Board of Directors,
ED. BAKER,
Secretary.

21d 1202 Hongkong, 24th June, 1870.

FOR SALE.

VOCAL and instrumental MUSIC.

Apply to
HUGO PELLICO,
Wyndham Street, No. 31.

1m 1232 Hongkong, 6th July, 1870.

LANE, CRAWFORD & Co. have received instructions from W. H. FOX, Esq., to offer for private Sale,

A Gentleman's Riding HORSE.
A Lady's Riding HORSE.
Both Arabs, young and perfectly sound.

tf 1271 Hongkong, 4th July, 1870.

FOR SALE.

A SECOND-HAND Extra Grand Trichord PIANO-FORTE, built by Collard and Collard, expressly for this climate, in very good order, with a complete set of new Strings, Cover, &c.

Also, a second-hand Square PIANO-FORTE, in Rose Wood Case, by Broadwood, in very good order, with Cover. Apply to

LANE, CRAWFORD & Co.

tf 1052 Hongkong, 7th June, 1870.

CROSSE & BLACKWELL'S OILMAN'S STORES.

American DELICACIES.
Indian CONDIMENTS.
WINES and LIQUEURS.
BEER, in draught and bottles.
PORTER, "
STATIONERY.
NOVELS and WORKS of REFERENCE.
NEWSPAPERS.
MAGAZINES.
IRONMONGERY.
Electro Plated WARE.
Rodger's CUTLERY.
HOSIERY.
BOOTS and SHOES.
TOBACCO.
MEERSCHAUMS.
Christy's HATS.
Straw and French Felt HATS.
Wall PAPERS.
CHROMO-LITHOGRAPHS.
Calcutta Pith HATS.
PERFUMERY.
MIRRORS.
Gas and Oil LAMPS.
Handsome Kerosine LAMPS.
GLASSWARE.
Dinner and Dessert SERVICES.
UMBRELLAS.
Bourbon WHISKY.
CARPETS.
SADDLERY, Peart and Elliott's
Iron and Brass BEDSTEADS.
T. & D. Berry's CANVAS.
American Cotton DUCK.

Docks.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for

REPAIRING AND SPARRING VESSELS,
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK, Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP.

And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' shop. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN for STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 15 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam. The above premises comprise a large Machine-Shop, containing a

WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to

JOHN C. SKEY,
Superintendent

The list of Charges for lighting or remetalling vessels can be obtained from Messrs. DE SILVER & Co., Hongkong, Messrs. LANE, CRAWFORD & Co., Shanghai.
tf. 876 May3

THE CHINA AND JAPAN MARINE INSURANCE COMPANY.

CAPITAL, 1,500,000 TAELS SHANGHAI SYCEE, IN 3,000 SHARES OF 500 TAELS EACH. *Paid up Capital*, TLS. 300,000, OR TLS. 100 PER SHARE.

Court of Directors.

F. A. GROOM, Esq., of Messrs. Glover, Dow & Co.
R. W. LITTLE, Esq., of Messrs Little & Co.
T. PROBST, Esq., of Messrs Wm. Pustau & Co.
J. B. ROBERTSON, Esq., of Messrs Bull, Purdon & Co.
J. F. H. TRAUTMANN, Esq., of Messrs Trautmann & Co.

Head Office, Shanghai.
Secretaries, pro tem., TRAUTMANN & CO.

Counsel to the Company.
N. J. HANNEN, Esq., *Barrister at Law.*

London.
COMMITTEE OF THREE DIRECTORS.
Agents, Messrs. ROBT. BENSON & CO.

Agents:—
In Hongkong.... Messrs. WM. PUSTAU & CO.
„ Hankow..... „ F. MAJOR, Esq
„ Foochow..... Messrs JOHN FOSTER & CO.
„ Yokohama..... „ ASPINALL, CORNES & CO.
„ Singapore..... „ HARRISON, SMITH & CO.

THE Company will commence business in January next, or as soon after as the Directors shall have been enabled to allot the Shares.

The Company will be a permanent one.

The Net Profits will be divided every year as follows: 30 per cent will be returned as Bonus to *all Contributors* of business, *rateably in proportion* to the amount of Net Premia contributed. Interest at the rate of 12 per cent. per annum on the paid-up Capital will be paid to the *Shareholders*, and the Balance of the Net Profits carried to the Reserve Fund.

When the Reserve Fund shall have reached Tls. 300,000, the Net Profits will be divided as follows: 30 per cent. to all Contributors of Business; 20 per cent. to the Reserve Fund, and 50 per cent. to the Shareholders.

When the Reserve Fund shall have reached Tls. 500,000, the Net Profits will then be divided as follows: 30 per cent to all Contributors of Business; and 70 per cent to the Shareholders.

The Funds will be in the hands of the Directors both at Shanghai and London, and also at such places where the business proves large enough to warrant a Committee of Directors.

Messrs TRAUTMANN & Co. will officiate as Secretaries till 31st December, 1870, by which time the necessary arrangements will be completed for securing the services of a qualified Secretary from England.

TRAUTMANN & Co.,
Secretaries, pro tem.

2254 Shanghai, 23rd November, 1869.

QUICK TIME AND CHEAP FARES!
FROM
CHINA AND JAPAN
TO
NEW YORK AND LIVERPOOL!

THE GREAT OVERLAND ROUTE
VIA
CENTRAL PACIFIC RAILROAD,
Is now in complete running order, from
SAN FRANCISCO
TO THE
"ATLANTIC SEA BOARD"

THROUGH EXPRESS TRAINS LEAVE SAN FRANCISCO DAILY!

Making prompt connections with the several Railway Lines in the Eastern States for all the Cities of the UNITED STATES and CANADAS, and connecting at

NEW YORK
With the several Steamer Lines to
ENGLAND, FRANCE,
AND ALL EUROPEAN PORTS.

THROUGH TIME GOING EAST. From San Francisco to Omaha, 4 days and 7 hours; to CHICAGO, 5 days and 7 hours; to NEW YORK, Seven Days!

SILVER PALACE SLEEPING COACHES,
SECOND TO NONE IN THE WORLD!

Are Run Daily, from SAN FRANCISCO to NEW YORK, and intermediate points. These DRAWING ROOM CARS by day, and SLEEPING CARS by night, are unexcelled for comfort and convenience to the passenger while en route—combining the elegance of a private parlor and all accommodations pertaining to a well furnished chamber, with Comfortable Couches, Clean Bedding, &c. A competent Porter accompanies each Car, to attend to the wants of our patrons.

CHILDREN not over Twelve (12) years of age, Half Fare; under Five (5) years of age, FREE. 100 POUNDS OF BAGGAGE (per adult passenger) FREE. 50 POUNDS OF BAGGAGE (per child between 5 and 12 years of age, FREE.

EXTRA BAGGAGE (over 100 pounds) between Sacramento and Omaha (Currency) $15 per 100 pounds.

THROUGH TICKET OFFICE,
415, CALIFORNIA STREET,
SAN FRANCISCO.

THROUGH FREIGHTS from SAN FRANCISCO to NEW YORK and other Eastern Cities, contracted through at low rates.

MARK GOODS "CARE C. P. R. R."

A. N. TOWNE,
General Superintendent.
T. H. GOODMAN,
General Passenger Agent. [1914

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.

ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

BIRTHS.

On the 3rd May, at Lucca, Italy, the wife of THEODORUS KROMS, Netherlands Vice Consul at Shanghai, of a son.

At Ningpo, on the 23rd ultimo, Mrs. J. THURLSON, of a daughter.

MARRIAGE.

At Shanghai, on June 25th, 1870, at H.M. Consulate, by H.M. Consul, and afterwards at Trinity Church, by the Revd. Canon Butcher; Mr. ROBERT BISHOP, of H.M. Supreme Court for China and Japan, to KATHERINE, daughter of the late Joseph Martyn, of Wivelscomb, Saltash Cornwall, England. [1237

DEATH.

At Shanghai, on 28th ulto., ALFRED ROBERT INSULL, the beloved infant son of Alfred R. and Anne Tilby—aged 4 months and 16 days.

The delivery of the *Daily Press*, from this office commenced on Wednesday morning at 10½, and the last messengers left the office at 10.50.

The Daily Press

HONGKONG, JULY 7TH, 1870.

If there is one subject, upon which people in China are more interested than another, and one, which is more frequently discussed than any other general topic, it is the question what is likely to secure success in the different careers which the increasing number of residents in the East are destined to fulfil. The forms in which this subject is debated are as various as are the ideas entertained upon it. At one time, the question arises in connection with some great change which has taken place, or is likely to take place, in the general nature of trade—such as the opening of the Suez Canal—at another, in connection with a particular class of business or a comparison between two kinds of traffic, such as local speculations, and what is known as the regular trade; at another time, the immediate matter discussed is the advisability or otherwise of certain ways of living, in connection with the expenditure they respectively involve. But at the bottom of all these various disquisitions, it will not be difficult to discover the existence of the one great consideration—what is the best way to succeed in China? It is, in truth, a question of vital importance to all whose careers are fixed in these parts; and yet it must be confessed it is one upon which only the crudest notions are generally entertained. If the question were fairly put to ninety-nine out of a hundred of those in China—"How do you hope to succeed?" the answer would in all likelihood be of the vaguest description. "Every dog has his day," or "there are as good fish in the sea as have come out of it," would be the kind of answer that would be given, if those interrogated fairly spoke out their minds. The large mass of people come out to these parts with the idea that China is a place to make a fortune by a stroke of luck; and, neglecting such ordinary means of success as are relied upon at home, they place themselves from the first in the position of Mr. MICAWBER, "waiting for something to turn up." Starting with this idea, it is not by any means surprising that the large majority of people who come to China get upon a wrong tack from the beginning, and subsequently find it difficult to alter their course. Such very humdrum means of attaining success as steadiness and economy, are eschewed by the majority of people in these parts from the very day of their arrival. "It is much easier to make money than to save it" is the first thing that is [illegible] on arrival; and, as most [illegible] the excuse for saving th[illegible] of carefulness, and of forego[illegible] some of the various amusements to which youth is prone in all parts of the world, the humble notion of saving out of salaries, that at home seemed large enough to admit of much being done in that direction, is speedily set aside by all who have not shrewdness to see through the fallacy of the advice, and moral courage to face a few silly sneers for being in the opinion of their more go-ahead companions slow and dreary sort of individuals. But the days are long past when people can hope to have done with China in four or five years. As it was in the old times before the fever which set in 1860 after the ratification of the Tientsin Treaty, ten years is the shortest period in which, under any but exceptional circumstances, a man can hope to complete his career. Let then these ten years elapse, and note the result. "Slowcoach" has steadily put by, let us say, the very modest sum of a hundred dollars a month, and has obtained from time to time, interest at ten per cent. on his savings, and "Slowcoach" possesses exactly the sum of $17,400. "Fastman" has gone upon the opposite principle; has spent all that he has earned, and relied upon luck and small speculations, and possesses, what? The reputation of having perhaps $10,000, and the reality of owing probably one or two thousand, if, indeed, as much as that. The one man is in an independent position; the other, still pursuing a delusive hope, and now so completely fallen into the easy-going ways of China, that it is beyond his power to begin a career, which if he takes the trouble to think at all, he sincerely regrets he has not pursued from the commencement.

The above calculation is a little startling, no doubt, but, so far from its being in any way exaggerated, it is purposely placed completely within the mark. There are very few mercantile assistants in good offices who could not, with the greatest ease, lay by the amount suggested, while in very many cases it would not be a matter of difficulty for them to double the sum. But modest hundreds are beneath the notice of those, who from their earliest days, have been taught to expect that at some time they will find themselves in the possession of thousands from some unexpected stroke of luck. Thus the opportunities that exist are thrown to the winds in favour of imaginary chances, which in all likelihood will never turn up. At the present day, especially, is it unwise to rely upon luck in China. If any one lesson is to be learnt by the change [illegible] the last few years have brought about, and which are being now consummated by the Suez Canal and the telegraph, it is that things in China are, in popular parlance, "finding their level." Business, in common with all else connected with life out here, is becoming assimilated to the normal state of such matters in other places. The day is now long passed when any other principles of action can be expected to lead to success in China, than those which lengthened experience proves conduce to the same result in other places. In China, the real secret of success now-a-days may be briefly stated to be steadiness, perseverance and a good constitution. Fortune cannot now be made irrespective of time; capital is an essential to trade; and it may be taken as tolerably sure that, at the present day, the easiest way to obtain capital by those who begin with little or nothing, is simply by saving it.

The above remarks are made in no spirit of reproach, as it is well known how great a temptation has hitherto been offered to new comers by the traditions of the China trade, which has been regarded as so infallible a road to fortune, that it is needless for people in China to trouble themselves about the humbler lines of action, which it is certain will at least lead to competency, that it is not surprising false conceptions should have been formed on the subject. But the time is now come when it is more than ever desirable that the fallacy of such ideas should be shown. It may not be too late to persuade many, who are now on a wrong road, that it will be wise to alter their line of action, and it may at least be hoped that the simple calculation above made will convince new comers that the unexciting, but safe career of economy and steady perseverance, offers a reward, by no means inadequate, for a residence in China, and will secure an amount of success in a given time, such as, in any ordinary part of the world, would be considered not only sufficient, but handsome.

The Portuguese Gunboat *Camoes*, with a party of officers on board, has been sent by the Governor of Macao for the express purpose of measuring the distance of the Chinese Custom House stations from Hongkong. The Governor of Macao who allowed the Chinese to establish their Custom House at the very entrance of the Macao harbour, half a mile and directly opposite to an important fort, seems to think that Hongkong is similarly situated.

TIENTSIN.

The following description of the state of affairs preliminary to the outbreak at Tientsin, which appears in the *N. C. Daily News*, is chiefly interesting as showing that there is nothing with regard to which the Chinese will not find advocates and supporters:—

For several days past, very great excitement has existed in the city and suburbs, in consequence of strange rumors current in regard to certain extraordinary proceedings on the part of the Roman Catholic priests and sisters of of charity, at the Tien-choo-tang, where the priests reside, and at the Ting-tsze-tang, where the sisters of charity reside.

It is now well known to the foreign residents in China, that it has become the practice, since China was opened to foreigners by the Peking treaties, for the Roman Catholic priests and sisters of charity to receive, at their mission stations, destitute Chinese children, both male and female, to rear up as Roman Catholics; and it has been latterly stated here, that the priests and sisters employ Chinese to travel through the country to collect children, paying these employés so much a head for each child delivered at the mission station.

Some of your readers may also be aware that there is a class of men in China, called Kwaetsze, who follow the trade of kidnapping children, for the purpose of selling the females to the brothels, and the males to the play-actors. During the last few days, two men, if not more, have been caught, having in their possession some little children, regarding whom they could not give a satisfactory account. Respecting themselves, they said they were Roman Catholics, and were employed sometime in collecting children for the missions; and in proof of their being Roman Catholics they showed the cross at their breasts, and repeated the forms of the Roman Churches taught them by the foreign priests. I suspect, however, that their statements were not totally true, and that they were really carrying on two trades—selling children for the Roman Catholic [illegible] kidnapping children [illegible] considered [illegible] advisable, [illegible] totally the position of employés of the Roman Catholic priests and sisters of charity. There is no doubt that the system pursued by the priests of paying Chinese for collecting children, could only lead to irregularities in getting possession of them.

To complicate matters, it would appear, from the impressions abroad, that there has been a great mortality amongst the children, both at the Teen-choo-tang and at the Ting-tsze-tang, during most of this spring; and some of the Chinese inhabitants residing near these places, having seen, every now and then, coffins leaving the missions for the burial ground, various surmises sprang up as to the cause of the deaths. The rumor having got current that the priests and sisters had destroyed the children for the sake of getting their eyes, some people proceeded at night to the burial ground and dug up the coffins; and rumor declares that they found two or three bodies in the coffins, the eyes of which had been extracted. No foreigner would believe for a moment that the priests or the sisters, themselves, would be guilty of such an act; still the mass of the Chinese people actually credit this, and the consequence is that there is now a bitter feeling of animosity on the part of the people of Tientsin, against both the Roman catholic priests and sisters of charity. There is no doubt in my mind, judging from what I have heard from time to time, regarding the Chinese connected with the Roman Catholic missions, that the priests and sisters have in their service some of the greatest scoundrels in China, the acts of whom cause the Roman Catholics to be intensely hated by Chinese people generally. Yesterday, it was really dangerous for a foreigner who was a stranger to the people, to walk through the streets of this city. I am told that even Dr. Fraser, who had been at the hospital of the sisters of charity, was obliged to fly home to the settlement, the manner of the people being of such a threatening character. I have not heard that any of the foreign mercantile class were interfered with in the smallest way. The people of the city appear to hate only the missionary class. The present state of affairs at Tientsin does not speak favorably as to the measures the priests have pursued to propagate the morality of Christ amongst the Chinese people; the result clearly shewing that there has been something extremely rotten in their system, as the Chinese people cannot distinguish their followers from kidnappers for brothels, and ruffians of that class.

That the people of England may clearly comprehend the position of China at the present moment, let me draw for them the following picture.

Fancy the coals of England completely exhausted, and England fallen from her present proud position. Fancy Russian priests sent to England to proselytise the people of *British isles to the Russian Greek faith*. Fancy, at most towns on seaboard, Russian church mission stations, and Russian iron clads ever off the British coasts to support them. Fancy the Russian church mission employed collecting children, over the length and breadth of old England, paying a certain sum a head for each child—a kind of slave trade. Fancy some degraded Englishmen, in the form of kidnappers (Kwai-tsze), carrying off English female children to foreign brothels; and fancy a justice of the peace, having arrested one of those scoundrels, and after being told by him that he belonged to the Russian church mission, allowing the fellow to go off unpunished, in order that he, the magistrate, might not embroil his country with Russia. If an English man will bring this picture to his mind, he will have an exact picture of the north of China at this moment—China being too weak to protect itself against the greatest of outrages, [illegible] even mild and mild have a dislike to allow their young to be carried off, it need not appear strange if the Chinese common people entertain a strong dislike to seeing their children carried off, either for brothels or for becoming Roman Catholics, hence the intense hatred felt towards the missionaries and Roman Catholics generally, at this moment.

A Cockney correspondent, who ought to know better, writes to enquire which of the Teas the "Witch of the Tees" is going to take home.—Stoopid!

GAMBLING IN SINGAPORE.—Another successful capture of seven Chinese engaged in the illegal game of wah-whay lottery, was made by the Police yesterday. The men were placed in dock and the charge proved. One of them, the keeper, was mulcted in the sum of $200, and the other men were discharged.—*Singapore Times, June 24.*

LETTER FROM BARON VON RICHTHOFEN ON THE HAN-RIVER.

HANKEAU, PROVINCE OF HUPE.

(Continued.)

MARCH 27th, 1870.

These objections apply in a far less degree to the lower portion of the Han, than to its whole course, up to Fanching. It is not improbable that an accurate survey would show that small steamers can ascend the Han for a little distance, say to Sien-tin-chin or even Yo-kou, during the winter months, provided they have passed a bar which is said to obstruct the entrance at Hankau and can probably be removed. In summer, navigation would be perfectly safe to Yo-kou, and probably as far up as Malanng, 187 miles from Hankau. It is from here, chiefly, that the dangers which I mentioned commence.

That the navigation of the Han is considered difficult, is evident from the fact that freight per picul from Hankow to Fanching is from 240 to 290 cash, while the same carriers will convey goods for 180 cash per picul from Hankau to the South of Hunan, the Siang being safer for native craft than the Han.

The fifth column relates to the rapidity of the current. The same figures would not be correct for the summer months, when an upper current sets sometimes from the Yangtse into the Han, at Hankau. In seasons of great floods, still water extends for some distance up the Han, while in that portion of the river above Shayang there is said to be a moderate but equal current, swifter on an average than it is in winter. Above Lao-ho-kou, however, there are said to be rocky rapids more difficult to pass in summer than in winter.

A comparison between the sixth and seventh columns of the table will explain the fearful misery to which a good portion of the plains adjoining the Han is exposed in seasons of high water. This plain of southern Hupe, including a portion of Hunan with the Tungting lake, covers an area of about 20,000 statute square miles, and is quite isolated from the rest of the Chinese plains. The relations indicated by the figures of the last column are so unusual with rivers flowing in plains, that it hasty look at them might make it appear as if this plain formed a basin, having its deepest depression in the region of Sien-tan-chin, which is moreover situated between a meridional chain of lakes about a hundred miles long, and one may be surprised not to see the plain covered here by one large and permanent lake. As this question is of interest with regard to the frequently recurring floods, I adjoin a diagram, which shows that the figures given above accord completely with a gradual descent of the plain.* The overflow of the Han would be terrible if the inhabitants had not adopted, in the most exposed regions, a system of embanking which it needed probably a very long time to bring to its present perfection, but which is now well adapted to resist the pressure of water and powerful currents of the Han. It can be best understood from a section of the river at Sien-tan-chin, which I insert on next page. The elevation of the plain above low water is here no more than one foot, and the river rises in summer about 26 feet above its lowest level. There is a high embankment thrown up on either side. Between the two there is another plain, about eighteen feet above low water, and in this the river is cut. The belt of elevated ground is from fifty to a few hundred feet wide, on either side.

The river overflows it every summer, and deposits on it new layers of sand and soil, thus strengthening the embankments from year to year. The mode in which these strong bulkheads were first formed is indicated by the custom of the people to add continually to the height and outer walls of the embankments, using chiefly some of the material recently deposited between them. It appears, therefore, that the foundation of those elevated belts consist of the remnant of ancient earthworks, which were lower than the present ones, and answered all requirements ages ago, when the bed of the river was cut deeper than it is now in the alluvial soil of the plain.

I have adjoined to the section of the Han and its embankments at Sien-tan-chin a few others, taken at various places:

Fig. 1—Is a section taken a few miles above Hankau, where the banks are high and the surrounding county elevated 35 feet above low water level. The dams are only in some places so close to the river as here represented.

Fig. 2—Is the section of Sien-tan-chin, just described.

Fig. 3—Shows the embankments near Yekintan. The plain is elevated about 14 feet above low water, and the rise of the river is about 24 feet. The dams are built some distance off the natural banks of the river. These are raised by yearly deposition of sediment, in a similar way as near Sien tan-chin, but the stratified layers rest here immediately on the soil of the plain.

Fig. 4—Is a section across the Han near Ngan-lu-fu. Here, too, the embankments are thrown up at a good distance, as much as half a mile in some places, from the river. The broad current appears to be here exceedingly destructive. I did not notice any difference of level on the two sides of the dams.

Last year's floods have destroyed the embankments of the Han in a great many places, chiefly where they were built close to the river-side. They have withstood them best in that region where the plain is lowest in relation to the level of the river. This fact will no longer appear strange, if it is considered that here, chiefly, the embankments are protected by the bulkheads shown in Fig. 2 and 3, which are made and strengthened by the river itself.

I have heard it pronounced on various occasions, that the frequent floods would render impossible the building of a railroad to Hankau, and through the plain of Hupé generally. Considering merely this technical question, I believe that, by strengthening the present embankments, a railroad could be constructed in the direction of the Han river, without any unusually large expense; while, at the same time no greater benefit could be conferred upon these plains, than to lessen the dangers from floods, by the same means which would vastly enhance the well-being of the population in so many other respects. The great work of restoring the embankments is done at present by the order of government, and people are forced to work for the pittance of 50 cash per day. They would hail a more liberal employer. I do not believe that a line up the Han is at all contemplated by those who indulge in schemes for covering China with a net-work of railroads. But whatever connection of Hankau with the north or east be contemplated, a railroad would have to be built up or down some river or other, and it is likely that most of those which would be available are, within the plains of Hupé, accompanied by embankments similar to those of the Han.

I have not met anywhere in China with people more inoffensive and good-natured than these inhabitting the banks of the Han. I have not experienced the slightest attempt at an insult, nor even an unpleasant word from them; they never crowded to satisfy their curiosity, and met me with civility everywhere, forming in every way a remarkable contrast to the people of Hunan, not excepting, however, that they are less cleanly in dress and habits.

A year ago, when travelling in Shantung, I was frequently warned in good earnest by the Chinese, not to go to Peking, as all foreigners there had been killed. The news appears to have spread at the time over a large portion of Northern China as it was current in Shansi. It was evidently nothing but the expression of a feeling of the supposed superiority of the Chinese Government over Foreigners. Strangely contrasting with it, I found new the notion current among the people on the Han, that the "affairs of the Emperor" are in a very bad condition, and that he had to flee to Szechuen to seek protection by his troops. They ascribe to this supposed ill-fate of their Sovereign the drought which has prevailed in the first quarter of this year, and has greatly increased the sufferings initiated by the floods of last year. They submit to them quietly, being convinced of so plausible a cause. I could not ascertain [illegible] which the French Charge d'Affaires has had lately in some of these middle provinces. But it is very probably the cause. If so, the fact would be a striking illustration of the deep effect which quiet demonstration of power has on the Chinese mind, quite apart from that effect which pressure may exert on the authorities.

I will write at this place only a few words regarding the products of the Han valley. They appear to be mostly, if not exclusively, agricultural. Coal is imported from as far off as Lui-yang-in Hang-chau fu, Hunan, and none at all is brought down the Han. There appears to be a great scarcity of wood, as large quantities of it are imported as high up as Shuyang from the Minutes country in western Hunan, on the borders of Kwei-chau. The most noteworthy product of the valley, chiefly of the plain on the lower Han, appears to be cotton. Besides it, wheat, rapeseed, tobacco, and various kinds of beans are the staples of the agricultural produce. I am told that no rice is grown in the valley of the Han itself. Some is said to be cultivated on terraced ground between the hills on both sides of the valley, but nearly all that is needed for consumption on the river is imported from the neighbourhood of Tung-ting lake. No sugar is grown, nor did I see any mulberry trees; bamboo is represented only by sparse groves of a small species. The export of vegetable tallow from this portion of Hupé is large, but I did not see any tallow trees in the plain.

As I have mentioned the gold washings on the Han river, I will add a word about them, though they are hardly deserving of notice from an economical point of view. Gold is washed from banks of coarse gravel, a little distance above Iching-hien. The gravel is shaken with water in a basket, through the meshes of which the dirt escapes upon an inclined rifled board of a few feet in length. At intervals the concentrated dirt is collected from the groove into a pan and washed by hand. In the handling of the pan the Chinese of this country have acquired a skill that would excite the envy of a practised Californian gold-digger. The gold is fine and in flakes. It appears that the diggers earn from 50 to 150 cash a day per head. The same gravelly beds are worked every winter, as soon as they are laid bare. The gold is, however, found only in the surface layer, which is scraped off about six inches deep. From the quantity of gravel washed in a certain time, and the yield of one day's work, which I saw being concentrated in a pan, I calculated that seven men are able to wash twenty tons of gravel a day, and that the average yield in gold is about 3½ to 4 cents per ton. A singular illustration is here afforded of the fable of the goose laying golden eggs. Every year, the gold is exhausted by man, and its supply renewed by the river; and, if it was at all possible to introduce here contrivances for working a large quantity of gravel in a short time (which is not the case), cupidity would at once destroy the conditions for the yearly yield of gold. The water flows with great velocity in this portion of the river. The gravel banks act on the same principle as the riffles of the Chinese, concentrating on their uneven surfaces the gold from its immensely fine and scanty distribution in the river-sand, of which probably millions of tons are yearly carried over these places in the season of high water. When this subsides, the Chinese comes to reap his regular and unfailing crop.

The old establishment of the custom is proved by the method and skill of the diggers; and by the name of the neighbouring place, Li-kin-tien, which means "gold diggers inn." Its inhabitants subdivide the ground every year, and stake off their partitions. They pay no royalty, or taxes on gold, and appear just to earn a living during those months of the year when they find no employment in field-work.

FANCHING, April 3rd, 1870.

I arrived at this place yesterday. Expected to find a large trading place, and was surprised to see only a small town with a water front of only half a mile, and every evidence of being not the seat of large commerce. The amount of shipping on the Han is very large, and in navigating it, one gets fully impressed with the importance of this thoroughfare. But the number of vessels lying at anchor here is small; it is frequently surpassed by the number of those which one meets on the river in the course of a few hours. Besides some mandarin boats, there are here about a hundred cargo boats carrying 200 piculs and upwards, and small craft are no better represented in proportion. This scarcity of shipping is owing partly to the circumstance that there are a great number of ships at Tang-Ho Kow, or Lung-Kin, a small village three miles below Fanching, situated on the mouth of the Tang Ho. A small affluent of this, the Peiho, is ascended by small boats, both in summer and winter to the mart of Shay Ke Chin, distant from Fanching, about 500 *li* by water and 380 *li* by land. I estimated the number of small boats lying at Lungkin at 1,500, and there were many of moderate size, and several of the largest ships that navigate the Han. Lungkin may in fact be called the port of Fanching, and its shipping should, properly be added when that of Fanching is considered.

The cause of the subordinate importance of Fanching as a commercial place is at once understood when its position is considered. It owes its existence to the fact, that here, the Han (following it up stream) turns from a south and north into an east and west direction, and that, just at the turning point, it is joined by a navigable north and south river (Pei-ho), which is connected by an easy passage with the valley of the Yellow River. The trade-route up the Han forks therefore at Fan-ching, one branch following the Han (Lao-ho-kou (180 *li*) and Hang-chung-fu (2,500 *li*), the other leading by Shay-ke-chin to north-eastern Honan, and further on to Shansi and Chili. By those vessels taking the first route, Fanching is passed unnoticed, while the goods destined for the second are merely transhipped. Unlike Siangtan, where the merchants actually buy medicines and foreign goods, and a great many other imports, and redistribute them in various directions, Fanching is mainly a place of passage, by far the greater portion of the goods arriving with through tickets for the northern marts, not stopping merely to be put on carts or small boats. Passing through Siangtan, the goods change their owners; passing Fanching, they change only their mode of conveyance.

Lao-ho-kou occupies a slightly more favourable position than Fanching. There, too, the trade route forks. One branch again follows the Han river, and another establishes the connection with Shansi. Goods for the latter province are conveyed in small boats up the Tan-ho river to the mart of Tin-tse-kwan, where a passage by land of five days, over a mountainous road, brings them to Si-ngan-fu.* The time occupied from Fanching to Tin-tse-kwan is usually twenty days. But, besides this similarity with Fanching, Lao-ho-kou has the additional advantage of being situated at the head of comparatively easy navigation on the Han. Small boats only are used in ascending the river beyond that mart.

The shipping at Lao-ho-kou, as may be expected from these reasons, is said to be larger than that of Fanching, and the trade more considerable.

Fanching is a well-built place, and the streets are lined with shops. It has evidently a great deal of small trade. But there are no warehouses, nor does one see much carrying of goods, and the streets have no busy appearance; the water-front even is quiet. The shops are supplied more with the necessaries of life than with articles of luxury. Foreign piece goods occupy a conspicuous place, the largest shops being well supplied with them. I noticed that Russian broad cloth is much in use.

A distinguishing feature of Fanching is the number and variety of small manufactures. Silk brocades are made in great quantity. The thick thread used for them is made from silk raised in the vicinity, but the amount of this produce is said to be small; it is sold at Tls. 5 per catty. Another manufacture employing many hands is that of ribbons, both of silk and cotton. The silk thread used for them, which is thin and strong, is imported from Su-chau. There are workers in tin, carvers in ivory and bone, makers of artificial flowers, and other small artisans whose numerous workshops give the city the appearance of quiet industry. The people were exceedingly well behaved, and I walked repeatedly through the streets, quite unmolested; this was due, in part, to the measures which had been taken by the authorities during the presence of the French Chargé d'Affaires, a few weeks ago; but apart from this circumstance, I can fully apply to the people of Fanching my previous remarks on those of the banks of the Han in general.

It is a remarkable circumstance, that the valley of the Han, situated as it is, between several coal producing regions, appears to be totally deficient in coal mines. Hunan coal is carried in quantity to Fanching and Lao-ho-kou. It is sold at the former place at five cash per catty. The distance of Peking from Fanching is 24 stations, reckoned at about 100 *li* each. Freight on this route is from 3½ to 4½ cash per catty per 100 *li*. More goods are sent by water to Shay-ke-chin, whereby a trifling saving is occasioned.

It appears that only two waggon-roads lead to the north; one, the Peking road, by way of Kai-fung-fu, or Pien-yang-chin, by which name alone that city is known here; the other, the Shansi road by way of Ho-nan-in. They divide at Nan-yang-fu. I will start to-morrow by cart on the road to Ho-nan-fu, Shansi, and Peking. Hoping that on my arrival at that place, I shall be able to write on more interesting matters than you will find related in this present letter, I remain, &c.

FEO. F. v. RICHTHOFEN.

* When writing these last lines, I intended to insert here a sketch of a diagram, but I have since then made a copy of one I have drawn on scale, and will enclose it in this letter. The figures of the table are repeated in it.

* Freight from Fan-ching to Si-ngan-fu is Tls. 1.20 per picul.

THE AMERICAN PUBLIC DEBT.

(New York Times, May 3rd.)

The 1st of May schedule of the Public Debt of the United States, issued last night from Washington, affords the gratifying information that nearly twelve millions of dollars of the principal of the debt have been paid off since April 1, out of the surplus revenues of the month. The United States Five-twenties which the present Administration, since their accession to the conduct of Government finances, have been able to purchase and now hold in the Sinking Fund, is $(10,849,343. The actual net decrease in the public debt, funded and unfunded, since March 4, 1869, is $104,598,945. The annual saving of interest on the funded debt by the operation of the Sinking Fund is now equal to $6,600,000, while the principal of the debt bearing interest in gold, is reduced from $2,107,846,000 to $1,997,093,000.

The strength of the Treasury is much greater at present, after buying over 110,000,000 United States Five-twenties, than on the 4th March, 1869, as well from the reduced burden of the yearly interest charge as in respect to its gold balances, which now amount to $115,525,000, as against $138,741,000 on the incoming of the Grant Administration. The amount of gold in the absolute ownership of the Treasury, after making provision for $33,840,000 held for private depositors, is about $82,000,000; and the calculation is that, after providing for the May interest on the public debt and selling $4,000,000 for reinvestment in further purchases of United States Five-twenties, the Treasury will enter June with at least $72,000,000, unless the Secretary should in the meantime be stimulated by any considerable rise in the premium to dispose of more gold than is at present advertised to be sold. He reserves the right to accept bids for larger weekly sums than $1,000,000 each Wednesday, if the prices bid should seem to make it the interest of the Treasury to increase these sales.

GREEK BRIGANDS.

(New York Herald, May 2nd.)

There is a pressure upon the great Powers of Europe to urge them to compel, on the part of Greece, the extirpation of the brigands, so that such outrages as the recent murders of Englishmen may not occur again. From the practical travellers' point of view this is a good idea. It is, no doubt, when one goes on his travels, a great deal better to go with the certainty that he may come home with his head all right, so far as the brigands otherwise might damage it. But then imagine the historical respectability of the class it is proposed to destroy. How can conservative John Bull think of the thing? Why, there are the real ancient Greeks. Achilles himself was one of those fellows. Witness his carrying away the fair Briseis, whose father followed to "ransom his daughter with the richest ransoms." Theseus, also, who was of the same kidney in his hot youth, gained some good fame in later life by making the roads safe, by the example he gave in the punishment of Sinis, the pine-bender. Sinis used to catch unwary wanderers, just as the brigands recently caught the pleasuring Englishmen. Then he used to bend down the main stems of the young pine trees and tie them to the earth. Next, he used to tie the limbs of his prisoners ingeniously between the trees, one limb to one tree, another to another. So long as Sinis kept the trees tied to the earth the prisoner was comfortable enough, and while he was thus comfortable his friends might come with a ransom. If they did not come promptly, Sinis gave himself no further trouble. Why should he bother? He merely cut the cords that held the young tree-tops to the earth, and the trees, with the splendid elasticity of their young stems, returned to their places. It was difficult to say which tree held most of the traveller in such a case. Theseus tied Sinis to a few of his finest pine sprouts, and hence originated the phrase of "putting a person through a course of sprouts." Since then the brigands have cut their prisoners' throats, and now it is thought they will be annihilated. So antiquity passes away. But while the pressure is up to compel Greece to clean out her brigands, why not put a little of it on the good old Pope, who keeps a preserve of these precious rascals in his dominions for special uses, and is not always able to control them? Why not clear the throat-cutting vermin of all the classical countries at once?

THE BALLOT BILL.

(Pall Mall Gazette, May 18.)

Lord Harrington's Ballot Bill is published this morning. It contains thirty clauses and schedules. The first part relates to regulations as to election of members. The returning officer is to fix the time and place of election (the place to be a room), and is to remain two hours for the nomination of candidates. The nomination is to be by a paper signed by the mover and seconder and eight other electors. Clause 3 regulates the polling. Ballot papers are to be supplied by the returning officer. Each paper is to have a number or letter, or other distinguishing mark, printed on the back, and attached to it a counterfoil with the same number or letter, or other mark, printed on its face. The following is the prescribed form of the paper:—

BALLOT PAPER.

County of [illegible] or Borough of [illegible] Election 18 [illegible]

City or Borough of [illegible] — *Names of Candidates.*

J. Jones of [illegible] in the County of [illegible]

John Brown of [illegible] in the County of [illegible]

John Smith of [illegible] in the County of [illegible]

Thomas Brown of [illegible] in the County of [illegible]

The voter may vote for [illegible] candidates.

The voter will place a cross in the figure of the square (thus [X]) opposite the name, letter, or other distinguishing mark of each candidate for whom he votes.

The voter will then fold up the ballot paper so as to show the number, letter, or other distinguishing mark on back, and leaving the compartment will put into the ballot box, in the presence of the presiding officer, first allowing him to see the number.

If the voter votes for more than [illegible] candidates, his ballot-paper will be void.

If the voter takes the ballot paper out of the booth, he will be guilty of a misdemeanour, and be subject to imprisonment for any term not exceeding two years, with or without hard labour.

A vote given for a candidate whose name is withdrawn will be thrown away.

At every polling station, where a deputy returning officer will preside, there shall be one or more secret compartments, so constructed that a voter in any of these compartments is screened from the observation of everybody else who may be in or near the polling station. Further, there is to be a ballot-box into which papers can be introduced, but from which they cannot be withdrawn without the box being unlocked. Before the polling begins the presiding officer must show the agents of the candidates that the box is empty. When the officer delivers a ballot paper he is to mark on the counterfoil the voter's number on the register, the voter then goes into the secret compartment and puts his cross against his candidate's name, folds up the paper

10,650 pieces; Blankets, 22,485 pairs, Camlets, 8,855 pieces; Dutch, 760 pieces; Lastings, 5,254 pieces; Crape Lastings, 6,635 pieces; Figured Lustres, 10,050 pieces; Iron, Nail Rod, Nos. 1 to 6, 33,110 piculs; Iron bar, 15,220 piculs; Quicksilver, 2,263 flasks, Lead, Interior Brands, 9,960 piculs; L. B. & Co., 18,227 piculs; W. B. & Co., 14,438 piculs.

EXCHANGE.

ON LONDON.—
Bank Bills, at 6 months' sight, 4/6½
Credits, at 6 months' sight 4/7
Documentary Bills, at 6 months' sight ..... 4/7 to 4/7½
Bank Bills on demand 4/5½

ON SHANGHAI.—
Bank, 3 days' sight 73½
Private, 30 days' sight ..... 74½ to 74½

ON CALCUTTA.—Bank, 3 days' sight 238

BOMBAY.—Bank, 3 days' sight 236

SHARES.

Hongkong Bank Shares, Old ..36 per cent prem
New ..26 per cent prem
H'kong & W'poa Dock ..... 6 to 7 per cent. dis.
H'kong C'ton & Macao Steam Boat Shares ..... 34 per cent. prem.
Shanghai Steam Navigation Co. ..... Tls. 5 prem.
China and Straits Steam Navigation, par. nom.
China Sea, Saigon, and Straits S. Co. ..... par. nom.
Union Insurance Society of Canton ..... $1,500, prem. nom.
China Traders' Insurance Company's Shares ..... $1,700 prem.
Hongkong Fire Insurance Company's Shares ..... $150 prem. ex. Int.
Victoria Fire ..... $20 prem.
China Fire ..... $40 prem.
China & Japan Marine Insurance Tls. 25 prem.
Hongkong Gas ..... $45 prem.
Hongkong Hotel Shares ..... 60 dis.
Hongkong Distillery Co. ..... par nom.
Indo-Chinese Sugar Co. ..... par nom.

SALES ON 6TH JULY, 1870.

As reported by Chinese.

White Pepper, 100 bags, at $12.50, by foreign merchant to Hongkong merchant.

Steel, 200 piculs, at $3.50, by foreign merchant to Hongkong merchant.

Iron Wire, 200 piculs, at $6.60, by foreign merchant to Hongkong merchant.

Bombay Cotton, 34 bales, at $21.50, by foreign merchant to Hongkong merchant.

Bombay Cotton, 41 bales, at $21.75, by foreign merchant to Hongkong merchant.

Grey Shirtings, 7lbs. 300 pieces, at $2.45, by Parsee merchant to Hongkong merchant.

Grey Shirtings, 7lbs. 1,250 pieces, at $2.45, by foreign merchant to Hongkong merchant.

Lotusnuts, 30 piculs, at $7.00, by Kwong Wing Shing by retail.

Black Pepper, 100 bags, at $8.00, by Kwong Wing Shing to travelling merchant.

Sapanwood, 400 piculs, at $1.45, by Fook Mow Loong to travelling merchant.

Almonds, 12 bags, at $50.08, by Fook Mow Loong to travelling merchant.

Fungus, 18 bags, at $27.50, by Yuet Wo Cheong to Chuechow merchant.

Isinglass, 50 cases, at $36.50, by Kwong Fook Wo to travelling merchant.

Notices of Firms.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

THE interest and responsibility of the late Mr. JAMES PEARSE DUNCANSON, in our Firm, ceased on 30th ulto.
GIBB, LIVINGSTON & Co.
7d 1246 Hongkong, 1st July, 1870.

MR. J. ALABOR has been duly authorized to sign my firm from this date.
ADOLPH B. MEYER.
1m 1247 Hongkong, 1st of July, 1870.

NOTICE.

I HAVE this day Established myself at this Port, under the style or firm of DENT & Co., on the premises occupied by my late firm.
JOHN DENT.
6m 1191 Shanghai, 13th June, 1870.

MR. S. W. POMEROY, JR., is authorized to sign our firm, per procuration, at Hongkong.
RUSSELL & Co.
tf 1150 Hongkong, 17th June, 1870.

MR. RANDALL HOWELL PYE will act as our Agent at Tamsui, Formosa, and is authorised to sign our firm per procuration.
ELLES & Co.
1m 1135 Amoy, 1st June, 1870.

NOTICE.

WE have this day established ourselves as Merchants and Commission Agents in Amoy, under the firm and Style of D. HOSUNGJEE & Co.
DADABHOY HOSUNGJEE.
NOWROJEE HOSUNGJEE.
1m 1105 Hongkong, 14th June, 1870.

NOTICE.

THE interest and responsibility of Mr. NINIAN CRAWFORD, in our Hongkong firm, ceased on the 31st March last, and Mr. JOHN FAIRBAIRN and Mr. JOHN SAMUEL COX have been admitted partners therein from the said day.

Our said firm now consists of DAVID ROBERT FENTON CRAWFORD, JOHN SAMUEL COX, and JOHN FAIRBAIRN.
LANE, CRAWFORD & Co.
3m 842 Hongkong, 4th May, 1870.

NOTICE.

I HAVE this day established myself as a Public Accountant, Average Adjuster, and General Commission Agent.
C. LANGDON DAVIES.
tf 1245 Hongkong, 1st July, 1868.

NOTICE.

MR. FRANCIS GILMAN has been duly authorized to sign our Firm in China and Japan.
GILMAN & Co.
3m 813 Hongkong, 1st May, 1870.

NOTICE.

MR. ARTHUR WELLESLEY WALKINSHAW was admitted a partner in our Firm on the 1st of January last.
TURNER & Co.
tf 522 Hongkong, 10th March, 1870.

MR. FRITZ RAPP has been duly authorized to sign our firm, per procuration, from this date.
F. BLACKHEAD & Co.
tf 1166 Hongkong, 11th June, 1869.

NOTICE.

MR. THOMAS H. DE SILVER is admitted a partner in our firm from the 1st of October, 1869.
L. FRICKEL & Co.
tf 2002 Hongkong, 21st October, 1869.

NOTICE.

MR. W. SCOTT FITZ is this day admitted a partner in our firm. Mr. R. S. DANA retires, his interest ceasing on the 31st December last.
RUSSELL & Co.
tf 68 China, 1st January, 1870.

NOTICE.

MR. H. H. WARDEN is admitted a partner in our firm from this date.
RUSSELL & Co.
tf 2311 China, 1st December, 1869.

NOTICE.

WE have this day established a branch of our House at Hankow.

The business at our Agencies in Tientsin, Kiukiang and Ningpo, will hereafter be conducted in the name of our firm by our recognized Agents in charge.
RUSSELL & Co.
tf 189 China, 1st January, 1870.

MR. WALTER HYDE NOTLEY has been this day admitted a partner in our firm.
ROBERTS, WALKER & Co.
tf 574 Hongkong, 11th May, 1870.

NOTICE.

I HAVE established myself at this port as a Ship Broker and Commission Agent.
D. MUNRO.
tf 192 Amoy, January, 1870.

L. FRICKEL & Co.,
SHIPCHANDLERS, SAILMAKERS, GENERAL STOREKEEPERS,
AND
COMMISSION AGENTS,
tf 1422 QUEEN'S ROAD, HONGKONG. [Ap 1

A. FUNG,
PHOTOGRAPHER,
54, *Queen's Road, Hongkong,*

INVITES inspection of his large Collection of views of *Foochow*, Hongkong, and Canton, &c.
tf 825 Hongkong, 3rd May, 1870.

Vessels on the Berth.

FOR SHANGHAI *direct,*
Taking Cargo at through rates for CHEFOO, TIENTSIN, *and* HANKOW.

THE Steamship
"RIGA,"
Clark, Master, will be dispatched for the above place TO-MORROW, the 8th inst., at 4 P.M.
For Freight or Passage, apply to
WM. PUSTAU & Co.
3d 1280 Hongkong, 6th July, 1870.

COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

THE Company's Steamer
"VOLGA,"
Capt. Boubée, will be dispatched for YOKOHAMA *(Direct)*, shortly after the arrival of the next French Mail.
C. BERTRAND,
Principal Agent.
tf 1284 Hongkong, 6th July, 1870.

FOR LONDON *direct, via* SUEZ CANAL, *touching at* SINGAPORE *and* PENANG.

THE O. S. S. Company's Steamship
"PRIAM,"
will arrive here about 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
4, Praya.
tf 1291 Hongkong, 6th July, 1870.

FOR SWATOW, AMOY, AND FOOCHOW.

THE British Steamship
"SUNSHINE,"
will have immediate dispatch for the above ports.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
tf 1274 Hongkong, 5th July, 1870.

FOR SHANGHAI *direct.*
Taking Cargo at through rates for CHEFOO, TIENTSIN, *and* HANKOW.

THE North China Steamer Company's S.S.
"SIN NANZING,"
Drage, Master, loading here and at Canton, will have quick dispatch for the above port.
For Freight or Passage, apply to
WM. PUSTAU & Co.
tf 1218 Hongkong, 27th June, 1870.

FOR NEW YORK.

THE A1 American Barque
"HUDSON,"
J. M. Vaughan, Master, having the greater portion of her cargo engaged, will load here and at Whampoa, and have immediate dispatch for the above port.
For balance of Freight, apply to
OLYPHANT & Co.
tf 1240 Hongkong, 30th June, 1870.

FOR MELBOURNE AND SYDNEY,
(To follow the "Joshua Bates.")

THE A1 extreme Clipper Barque
"SEA SHELL,"
Capt. Bisset, having the greater portion of her cargo engaged, will have immediate dispatch for the above ports.
For Freight or Passage apply to
ROZARIO & Co.
tf 1204 Hongkong, 25th June, 1870.

FOR YOKOHAMA.

THE A1 French Barque
"TANJORE,"
Tons Register 479, Capt. Loyseau, will have immediate dispatch. Apply to
CARLOWITZ & Co.
tf 1190 Hongkong, 23rd June, 1870.

FOR MANILA.

THE Spanish Barque
"MINA,"
Ynartua, Master, will have quick dispatch for the above port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1211 Hongkong, 27th June, 1870.

FOR SAN FRANCISCO.

THE British barque
"ANEVOCA,"
will have dispatch for the above port.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
37d 1070 Hongkong, 9th June, 1870.

FOR SAN FRANCISCO.

THE A1 British Barque
"GEORGES,"
Captain Malzard, will have quick dispatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1185 Hongkong, 22nd June, 1870.

FOR BOMBAY, *(Direct).*

THE British Barque
"ATREVIDA,"
Captain Kindred, will meet with quick dispatch for the above port.
For Freight, apply to the undersigned.
SOMJEEBHOY VISRAM,
Charterer.
14d 1208 Hongkong, 25th June, 1870.

FOR LONDON.
(If sufficient inducement offers)

THE A1 British Barque
"WITCH OF THE TEES,"
289 Tons, Captain C. Bartley, will load as above.
BIRLEY & Co.
tf 1170 Hongkong, 21st June, 1870.

FOR SAN FRANCISCO.

THE British ship
"FORT REGENT,"
Captain Olsen, will have quick dispatch for the above port.
For Freight or Passage, apply to
OLYPHANT & Co.
tf 1088 Hongkong, 11th June, 1870.

FOR LONDON.
With Immediate Dispatch.

THE A1 British Barque
"HOPEWELL,"
Captain Parsons, with General Cargo.
For Freight or Passage, apply to
JARDINE MATHESON & Co.
tf 1076 East Point, 9th June, 1870.

FOR NEW YORK.

THE American Barque
"SARAH E. KINGSBURY,"
3.3 L.L., at Ventas for Nine years, will load here and at Whampoa, and have dispatch.
For Freight, apply to
AUGUSTINE HEARD & Co.
6w 1022 Hongkong, 4th June, 1870.

FOR MANILA,
with quick dispatch.

THE A1 Spanish barque
"FLORIDA BLANCA,"
Tons Register 346, Capt. J. Villeta, has room for a moderate amount of Cargo.
For Freight or Passage, apply to
CARLOWITZ & Co.
tf 1189 Hongkong, 23rd June, 1870.

THE COMMERCIAL BILLIARD ROOMS,
COMMERCIAL BANK BUILDINGS,
QUEEN'S ROAD.
tf 12671 *Refreshments of all kinds.* [July 4

HONGKONG LIGHTERING AND STORAGE COMPANY.
ESTABLISHED 1867.

THE above Company having made considerable additions to their fleet of CARGO BOATS, and being now in thorough working order, are prepared to take the ENTIRE DISCHARGE OF VESSELS resorting to this port—that is, to find Stevedores, Boats, Coolies *for storing*, Clerks to superintend discharge, and Godown and Insurance for Ten (10) days; all to be covered by *one charge*.

The Company feel sure that, by their mode of delivery, a great saving in time is effected and robbery prevented.

They are the only Public Company in Hongkong that possess really safe boats for discharging ships in any weather.

Godowns situated on and near Pedder's Wharf.

All particulars may be had of
J. S. HOOK, SON & Co.
tf 1030 Hongkong, 6th June, 1870.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
LONDON	Priam (str.)		Hongkong	Butterfield & Swire	Quick dispatch.
Do.	Hopewell	Parsons	Hongkong	Jardine, Matheson & Co.	Quick dispatch.
Do.	Witch of the Tees	C. Bartley	Hongkong	Birley & Co.	Quick dispatch.
NEW YORK	Hudson	J. M. Vaughan	Hongkong	Olyphant & Co.	Quick dispatch.
Do.	Sarah E. Kingsbury		Hongkong	Augustine Heard & Co.	Quick dispatch.
SAN FRANCISCO	Anevoca		Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Georges	Malzard	Hongkong	Russell & Co.	Quick dispatch.
Do.	Fort Regent	Olsen	Hongkong	Olyphant & Co.	Quick dispatch.
MELBOURNE & SYDNEY	as Shell	Bisset	Hongkong	Rozario & Co.	Quick dispatch.
BOMBAY	Atrevida	Kindred	Hongkong	Somjeebhoy Visram	Quick dispatch.
MANILA	Mina	Ynsrtua	Hongkong	Remedios & Co.	Quick dispatch.
Do.	Florida Blanca	J. Villeta	Hongkong	Carlowitz & Co.	Quick dispatch.
YOKOHAMA	Tanjore	Loyseau	Hongkong	Carlowitz & Co.	Quick dispatch.
Do.	Volga (str.)	Boubée	Hongkong	Messageries Imperiales	Quick dispatch.
SHANGHAI	Sin Nanzing (str.)	Drage	Hongkong	Wm. Pustau & Co.	Quick dispatch.
Do.	Riga (str.)	Clark	Hongkong	Wm. Pustau & Co.	To-morrow, at 4 P.M.
SWATOW, AMOY & FOOCHOW	Sunshine (str.)		Hongkong	Douglas Lapraik & Co.	Quick dispatch.

For Sale.

SAYLE & Co.,
VICTORIA EXCHANGE,
LINEN DRAPERS, SILK MERCERS, HOSIERS, HABERDASHERS
MILLINERS, TAILORS,
AND
OUTFITTERS,

Beg to inform the inhabitants of Hongkong and Coast Ports, that their undermentioned Departments are well supplied with the latest designs for the Spring Trade.

DRESSES.
In Black and Colored MOIRE, Plain & Fancy SILKS, FOULARDS, POPLINS, &c.
BLACK GLACES.
BLACK GRENADINES AND BAREGES, in Plain and Fancy.
FRENCH PRINTED MUSLIN AND JACONETS.
WHITE AND FANCY PIQUES, QUILTINGS.
PRINTED ALPACCAS.
BLACK MERINOS, ALPACCAS, AND PARAMATTAS.

A large lot of
LADIES' & CHILDREN'S STRAW HATS, newest styles.
MILLINERY HATS AND BONNETS, of the latest fashions.

Dressmaking under the superintendence of a practical
WEST END DRESSMAKER.

UNDERCLOTHING.
Every description kept in Stock, from Infant to Ladies' size.
STAYS AND URINOLINES.

MUSLIN AND LACE GARIBALDIES AND JACKETS.

HOSIERY.
WHITE AND COLORED SOCKS, in every size.
LADIES' HOSIERY,—in White Cotton, Lisle, and Silk.
LADIES' AND CHILDREN'S INDIA GAUZE VESTS.

HABERDASHERY.

LADIES' UMBRELLAS AND PARASOLS.

By last Mail
FANCY SILKS,
The previous STOCK to be sold at GREATLY REDUCED PRICES.

BRANCH HOUSE:
CORNER OF NANKIN AND SZECHUEN ROADS, SHANGHAI.

FOR SALE.
100 BRASS BOILER TUBES, 5 ft. 3 in. by 2½ inches.
Apply to the undersigned.
J. M. ARMSTRONG,
Auctioneer and General Commission Agent,
Commercial Bank Buildings, Queen's Road,
tf 485 Hongkong, 10th March, 1870.

FOR SALE,
Arrived per "Isles of the South."
3 BROADWOOD & SONS PIANOFORTES in Solid Mahogany.
1 SEMI-GRAND. 1 COTTAGE GRAND. } Selected for this climate.
1 COTTAGE (upright.)
For particulars, address A.B.C., care of this paper.
tf 289 Hongkong, 10th February, 1870.

J. AND R. TENNENT'S ALE and PORTER.
DAVID COHSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1869. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1st January, 1870.

FOR SALE:
Ex "Hopewell," "Seagull," and other late arrivals:

HUBBUCK'S PAINTS and PAINT OIL.
Dinner SETS. GLASSWARE.
SIDELIGHTS. DECKLIGHTS.
Emery CLOTH. SANDPAPER.
FILES, assorted sizes.
Copper WIRE. TAPELINES.
Guinness's Extra STOUT, quarts and pints.
Fine PALE SHERRY, in 2 dozen Cases.
Lime JUICE. Cheddar CHEESE.
Finest Cumberland HAMS.
ANTA lot of other GOODS.
At L. FRICKEL & Co.
1m 1124 Hongkong, 15th June, 1870.

FOR SALE
CHAMPAGNE:—
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DOEB.
ROEDERER GLADIATEUR.
SANDER & Co.,
Sole Agents for Hongkong and China.
tf 1694 Hongkong, 3rd September, 1869.

FOR SALE.
DREYSE'S Prussian NEEDLE GUNS, CARBINES.
VOGEL, HAGEDORN & Co.
tf 1171 Hongkong, 21st May, 1870.

FOR SALE.
COWING & Co.'s Ships' PUMPS.
Two of Cowing & Co.'s FIRE ENGINES,
with Air chamber for fire extinguishing compound.

Notice.—Only two persons are required to work this engine, with as much efficiency as 20 or 30 men on an ordinary one. The supply of water and chemicals can be constantly kept up till the fire is extinguished.
VOGEL, HAGEDORN & Co.
tf 1172 Hongkong, 21st June, 1870.

NOW READY.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrappers $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

For Sale.

FOR SALE
By Steamer "Cambodge."
ALEXANDRE BOYER
HAS received a large Assortment of Goods, suitable for the season,
JACONET AND MUSLIN DRESSES of the last fashions.
French Figured and Printed PERCALES.
Assorted Figured Gauze TRIMMINGS.
Ladies' STRAW HATS.
Trimmed and Untrimmed Rich Black Corded SILK LLAMAS.
THREAD GLOVES, White & Coloured.
A fine Assortment of BLACK LACE.
French and English PERFUMES, from the best makers.
BLACK FRENCH MERINOS.
English PARAMATTAS, for Gentlemen's COATS.
White LINEN DRILL and DUCK for PANTALOONS.
Gentlemen's GREY FELT HATS, &c., &c.
Ladies' DRESSMAKING.
33, *Queen's Road,*
late
BOWRA & Co.'s PREMISES.
tf 2268 Hongkong, 4th April, 1870.

By the last French Mail,
ALEXANDER BOYER,
HAS received, also, a large Assortment of Ladies' and Gentlemen's Kid BOOTS; Fancy White Straw *Sailors'* HATS, both for gentlemen and children.
White and Coloured SOCKS, &c., &c.
tf 829 Hongkong, 3rd May, 1870.

FOR SALE.
KEROSINE OIL, best Davoe's and Pratt's.
SPIRITS OF TURPENTINE.
ROSIN.
Adamantine CANDLES.
Dried APPLES, in barrels.
Irish WHISKEY.
Old BRANDY, Alfred Morton & Co.'s.
Dessert CLARET, of 1864.
Champagne, CARTE NOIR, quarts and pints.
VOGEL, HAGEDORN & Co.
tf 1173 Hongkong, 21st June, 1870.

THE TOURISTS' GUIDE.—POCKET FORM.
REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

TATHAM'S BRANDY in 1 doz. cases.
SHERRY „ 3 „
PORT „ 2 „
CLARET „ 1 „
BIRLEY & Co.

FOR SALE.
CAVITE CHEROOTS and CIGARS, No. 2.
Superior do. do. do.
Apply to
REMEDIOS & Co.
1m 1127 Hongkong, 16th June, 1870.

FOR SALE.
PRINTING PAPER.
HESSE & Co.
tf 948 Hongkong, 24th May, 1870.

FOR SALE.
FRESH CALIFORNIAN HAY and OATS.
RUSSELL & Co.
tf 1610 Hongkong, 23rd August, 1869.

FOR SALE.
CHAMPAGNE, of Jules Mumm & Co., in qts. and pts.
SHERRY, Chillingworth's, Ritchie, London Club, Duff Gordon & Co.'s, and others.
DRAUGHT ALE and PORTER, of B. Dawson & Co.
BOTTLED ALE and STOUT.
Small Invoices of WIRE ROPE, Boiler and Roofing FELT. Apply to
ROB. S. WALKER & Co.
tf 1005 Hongkong, 2nd June, 1870.

FOR SALE.
DRAUGHT PORTER, in Kilderkins.
Apply to
HOWARD HODGES.
tf 1627

NOW READY.
IMPERIAL QUARTO.
ENGLISH AND CHINESE DICTIONARY,
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.
An ANGLO-CHINESE DICTIONARY, by the Rev. W. LOBSCHEID, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

REMOVAL.
ON the 1st of May next, Dr. V. D. COLLINS, Dental Surgeon, will REMOVE his Office to the House on *Arbuthnot Road*, formerly occupied by G. F. HEARD, Esq.
tf 790 Hongkong, 28th April, 1870.

NOTICE.
THE undersigned have been appointed Agents for the following Associations:—
AT HONGKONG, CANTON, MACAO, AND FOOCHOW:
For Merchant Shipping and Underwriters Association of Melbourne.

AT HONGKONG:
For the Joint Underwriters Union at Amsterdam.
GILMAN & Co.
1m 1068 Hongkong, 10th June, 1870.

NOTICE.
LES Bureaux du Consulat de France sont actuellement transférés au No. 4, Alexandra Terrace.
Pour Le Conseil de France, Le Chancelier,
CH. L. DE LA FOREST.
tf 510 Hongkong, 14 March, 1870.

NOTICE OF REMOVAL.
WE have this day REMOVED our office from the premises No. 37, "Praia Mandoco," to those No. 29, "Praia Grande."
JOAQUIM PERES DA SILVA & Co.
1m 1130 Macao, 17th June, 1870.

Business Announcements.

CARD.
W. H. POSTER, JR.,
COMMISSION MERCHANT,
SAN FRANCISCO,
6m 646] CALIFORNIA. [Ap. 4

NOTICE.
RENTS AND ACCOUNTS COLLECTED with despatch, and DISTRAINT WARRANTS FOR RENT issued and executed.
SECURITY IS REQUIRED.
THOS. W. BARRINGTON,
47, Wyndham Street.
tf 738 Hongkong, 18th February, 1869.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG.
SHIPS' MEDICINE CHESTS SUPPLIED AND REFITTED
tf 2036 Hongkong, 3rd September, 1867.

SAIL MAKING.
WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.

He has on hand a fine assortment of 8 and 10 ounce RAVENS DUCK, suitable for Boat Sails or Awnings.
tf 858 Hongkong, 30th April, 1869.

THE undersigned, of KWONG HING, No. 57, at Scott Lane, Praya, was hitherto a partner in the business carried on by KWONG KEE Coal Shop; but lately by mutual agreement he has transfered his shares to some other party, and consequently his interest and responsibility in the said shop has ceased.

KWONG HING, Shop of the undersigned, has always on hand all sorts of best Coal for sale, at a very moderate price.
AH YON,
KWONG HING SHOP.
3m 1129 Hongkong, 16th June, 1870.

D. ILLINGWORTH,
ENGINEER, BOILERMAKER, HOUSE & SHIP PLUMBER, GAS-FITTER, BRASS AND IRON FOUNDER, BRASS FINISHER & ZINC WORKER.
WEST POINT FOUNDRY,
ESTABLISHED 1867.

N.B.—All work executed with the quickest dispatch and superintended by experienced European Foremen.
tf 1015 Hongkong, 3rd June, 1870.

LEONARD BARNES,
GOVERNMENT UNDERTAKER,
(By appointment).

Funerals entrusted to his care will be properly and economically conducted.
Head Stones erected.
Spring Gardens,
Opposite Messrs. Bull, Purdon & Co.
tf 755 Hongkong, 15th April, 1869.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS AND BRASSFOUNDERS.
QUEEN'S ROAD EAST AND NULLAH LANE,
tf 600 Hongkong, 29th March, 1870.

B. J. DORSEY,
COMMISSION MERCHANT,
AND
INSURANCE AGENT,
41 *and* 42, *Merchants' Exchange,*
CALIFORNIA STREET,
SAN FRANCISCO.

References:—
ALLAN MCLANE, Esq., President, Pacific M. S. S. Co., New York.
LOUIS MCLANE, Esq., New York.
JOHN EADIE, Esq., President, United States Life Ins. Co., New York.
Messrs. BARRON & Co., San Francisco.
Messrs. C. ADOLPHE, Low & Co., San Francisco.
T. A. HARRIS, Esq., Agent, P. M. S. S. Co., Hongkong.
GEO. E. LANE, Esq., Agent, Pacific M. S. S. Co., Yokohama.
GEO. F. BOWMAN, Esq., Agent, Pacific M. S. S. Co., Shanghai. [1y 1337

TUCK-LEE,
SHIPCHANDLER, COMPRADORE, AND FAMILY GROCER,
No. 58, PRAYA, HONGKONG.

Families and Shipping furnished with every kind of Supplies. Ballast and Water provided at the shortest notice, and on the most reasonable terms.—*Hampoa Beef.* [1y 2108

RIFLES, FIXED AMMUNITION, AND GUNPOWDER.
RODMOND, GIBBIONS & Co.,
SAN FRANCISCO,
Agents for:
WINCHESTER REPEATING ARMS Co.,
and
E. J. DU PONT DE NEMOURS & Co.,
are prepared to sell Rifles, Carbines, Fixed Ammunition, and Gunpowder, on terms more favorable than they can obtained from New York. [1y 1010 June 2

BUTCHER'S LIVERY STABLES
AND
CARRIAGE MANUFACTORY.

HORSES received on Livery.
Carriages and Horses sold and bought on Commission.
Farriery, by an experienced European.
Harness and Saddlery repaired and renovated, a stock of London-made being always on hand.
Horses broken to Saddle or Harness.
Horses always on hand for Sale.
J. B. B. having received a very large supply of the best English-made
CARRIAGE MATERIALS, PAINTS, VARNISH, &c.,
is prepared to build or repair Carriages with promptness, at very moderate Terms.
Veterinary work carefully attended to.
(J.B. will be happy to call at the residence of any person requiring his services, on receiving instructions to that effect.)
Rear of Murray Barracks, Hongkong.
tf 875 Hongkong, 3rd May, 1869.

J. S. HOOK, SON & CO.,
SOLE AGENTS AT HONGKONG
FOR Bouteilleau & Co.'s Chapagnge Vineyard Proprietors' Co.'s BRANDY.
Well-known in the East as the 3-dagger Brand. Stock always on hand.
tf 1072 Hongkong, 9th June, 1870.

J. S. HOOK, SON & CO.,
SHIPPING & COMMISSION AGENTS.
tf 1073] HONGKONG. [June 9

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Pedder's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 558 Hongkong, 22nd March, 1870.

F. D. WALKER & CO.
SHIP BROKERS
AND
GENERAL SHIPPING AGENTS.
No. 248, YOKOHAMA,
JAPAN. [Ap. 4
1y 641]

PHOTOGRAPHY.

THE Undersigned has opened his new rooms, No. 29, *Queen's Road*, next door to Messrs. LANE, CRAWFORD & Co.
J. THOMSON.
tf 815 Hongkong, 16th May, 1870.

Intimations.

NOTICE.

NEITHER the Captain, nor the Agents of the American Ship *Queen of the East* will be responsible for any debts contracted by the Officers or Crew during the vessel's stay in this harbour.
OLYPHANT & Co.
tf 1250 Hongkong, 1st July, 1870.

NOTICE.

THE transferment of LEONG YAN'S Shares in the Business of the Firm of KWONG KEE Coal Shop, at No. 13, Scott Lane, took place in the Chinese 5th Moon. All outstanding debts and accounts have been settled between each party, by mutual agreement. In future the late partners will not hold themselves responsible for debts contracted by any person conducting the said shop, and their interest in the said business has ceased. The Business is continued by SING FOOK TONG under the name of
KWONG KEE,
Scott Lane.
2w 1248 Hongkong, 1st July, 1870.

HONGKONG DISTILLERY COMPANY, LIMITED.

THE Works of the above Company are now completed, and the Distillation of Spirits from Molasses is daily going on. The Spirit has been pronounced by able judges to be of a superior quality, and only requires age to bring it up fine Old Jamaica Rum. Intending Purchasers can see Samples, and get any information required, at the Office of the Undersigned, from 2 P.M. to 5 P.M. on Tuesdays, Thursdays, and Saturdays.
ZEPH. BARTON,
General Manager.
Office, *East Point,*
Hongkong, 6th June, 1870. [tf 1037

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.

Present Price, 24.50 per Ton, F.O.B.

Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.
GLOVER & Co.
Agent in Hongkong,
EDW. NORTON.
6m 845 Nagasaki, Japan, April, 1870.

NOTICE OF REMOVAL.

THE Office of the Undersigned is this day REMOVED to No. 39, *Queen's Road*, opposite Messrs. G. FALCONER & Co.'s premises.
T. B. HOOPER,
Surveyor to French Lloyds, &c., &c.
tf 803 Hongkong, 30th April, 1870.

SEAMEN'S HOSPITAL HONGKONG.

TRUSTEES:
The Colonial Secretary,
The Honourable W. KESWICK, Esq.,
GEO. HEARD, Esq.,
The Superintendent of the P. & O. S. N. Company, (ex officio),
W. STANLEY ADAMS, M.D., *Resident Surgeon.*
H. P. AUSTIN, Esq., *Hon. Treasurer.*

TERMS OF ADMISSION—
1st Class (Private Room), per day, $3.00
2nd „ (2 Beds in one Room) ..... „ „ $2.00
3rd „ (Public Wards), „ „ $1.00

These charges are inclusive of all Medicines and Attendances, but exclusive of Wines or Articles not in the recognised Dietary Table.

All orders for Admission to Hospital must be countersigned by some responsible Person or Persons resident in the Colony.

(Patients are also admitted on Deposits at the following rates, renewable one day previous, to the amount deposited having been expended,
1st Class ..... $30.
2nd „ ..... $40.
3rd „ ..... $20.)

By order,
H. P. AUSTIN,
Treasurer.
1314 [illegible]ber, 1869.

MESSRS. MITCHELL, B[illegible] & Co., of Manila, have been a[illegible]nts for Manila for the *Daily Press*, [illegible] of *Daily Press, Overland Trade Re*[illegible] *Times Extra*, and all other publications [illegible] from this Office, and residents in Manila [illegible] please make application to them.

NOTICE.

COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPERIALES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, BOMBAY, MAHE, ST. DENIS, PORT LOUIS.

ON THURSDAY, the 14th of July, at noon, the Company's Steamship "PEI-HO," Commandant MELIZAN, (H.I.M.N.), with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 P.M., Specie and Parcels until 5 P.M. on the 13th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

For further particulars, apply at the Company's Office.
C. BERTRAND, *Principal Agent.*
Hongkong, 30th June, 1870.

PACIFIC MAIL STEAMSHIP COMPANY

THROUGH U.S. MAIL LINE TO NEW YORK.
via PANAMA *or* OVERLAND ROUTE.

THE Steamship "*JAPAN*," Capt. FREEMAN, will sail from Hongkong for Yokohama and San Francisco, on TUESDAY, the 12th inst., at 3 P.M. precisely.

No Freight received after Noon of the 11th instant. No Parcel packages received after 5 P.M. same day.

Passengers are requested to be on board at 2 P.M. day of sailing.

The steamer leaving Shanghai same date will make close connection at Yokohama.

Passengers ticketed through to California, Mexico, Central and South America, and by OVERLAND ROUTE to principal points in the United States and Canadas, and, connecting with the various steam lines from New York to Liverpool, Southampton, Bremen, Brest, and Havre.

Through Tickets issued, also, to New York and Europe via Panama Route, and to Europe, per steamers of The Royal Mail Steam Packet Company, The West India and Pacific Steamship Company, Limited, and The Compagnie Générale

Extracts.

A Discomfited Champion of the Church.—Mr. Newdegate's motion for an inquiry into the administration of Monastic and Conventual Funds has been happily extinguished by a large majority, but still so great was the influence of misdemeanor, hypocrisy, and sectarian bile in the house, that Mr. Gladstone was obliged to promise an inquiry into the laws affecting Monasteries and Convents. The question appears to have excited deep interest amongst certain classes of cast-iron Christians, for the halls and lobbies outside the house were densely crowded during the whole time of the debate, and when the result of the division was known, there were considerable murmurs, and not a few hisses, amongst the crowd of black coated shepherds. But the best part of the affair was the utter quelling of the irrepressible Whalley, who, you know, goes a Jesuit in Dr. Cumming, and Roman Catholic influence in the formation of the Suez Canal, and the consumption of roast beef at Christmas. When the House had become impatient, and was warming from time to time "divide, divide," the bulwark of Protestantism had the audacity to rise, for the purpose of pouring forth his "everlasting, weak, wishy washy flood of talk" on the question. But members would not stand the infliction; there is a limit to endurance, which is reached when Whalley begins to talk Protestantism in the small hours; the House rose *en masse*, and from both sides sent forth such howls and yelps of dissent, that the bulwark was forced to sit down, unheard, in deference to this "linked sweetness, long drawn out." And this deserves to be chronicled, as it is the first—but probably not the last—occasion of the gagging of our incorruptible, lynx eyed, self-constituted, church champion.—*Alligator.*

Canine Friendship.

Under a kitchen window lay Barbos and Polkan, basking in the sunshine. It would have been more fitting in them to have been guarding the house at the gate, in front of the courtyard. But they had eaten till they were satiated, and besides, polite dogs do not bark at any one in the daytime. So they indulged in a discussion about all sorts of things, about their doggish service, about good and evil, and finally about friendship.

"What," says Polkan, "can be pleasanter than to live heart to heart with a friend?—in everything to offer mutual service; not to sleep or eat without one's friend, and to defend his body with all one's force; finally, for friends to look into one another's eyes, and each to think that only a fortunate hour in which he could please or amuse his friend, and to place all his own happiness in his friend's good fortune! Suppose, for instance, you and I were to contract such friendship. I venture to say, we should not be able to tell how quickly time was flying."

"That is true. So he is," replies Barbos. "Long has it been grievous to my, my dear Polkan, that we, who are dogs of th same yard, cannot spend a single day without quarrelling; and why is it? Thanks to our master, we are neither closely pent nor scantily fed. Besides, it really is scandalous. From the earliest times the dog has been the type of friendship; yet you scarcely ever see any more frie dship among dogs than among men."

"Let us make manifest an instance of it to our own times," says Polkan.

"Your paw!"

"There it is."

Straightway the new friends begin to caress and fondle each other. They know not in their raptures to what to liken themselves.

"My Orestes!"

"My Pylades!"

"Away with all quarrels, all envy, all malice!"

Unluckily, at this moment the cook tosses a bone out of the kitchen. Our new friends fling themselves upon it furiously. What has become of their harmonious alliance? Orestes and Pylades seize each other by the throat, so that their hair goes flying to the winds, and even torrents of water will scarcely separate them.

The world is full of such friendships. One would not be far wrong if one said of friends, as they are now-a-days, that they are almost all alike in respect to their friendship. To listen to them, you would imagine they were perfectly unanimous. But just throw them a bone; they will behave exactly like our dogs.—*Rabdon Kriloff's Fables.*

Strange Noises Heard at Sea off Grey Town.

The following letter appears in *Nature* of the 12th May:—

In submitting the following to the notice of your readers, I am guided only by the desire of seeking a solution of what to me and to many others appears a very curious phenomenon. The facts related can be vouched for by numbers of the officers and crews of any of the R. M. pany's ships.

I must premise that this phen takes place with iron vessels only when at anchor off the town. At least, I have n[illegible] occurring elsewhere, and I [illegible] many inquiries.

Grey Town is a small place, containing but few inhabitants, situated at the mouth of the river St. Juan, which separates Nicaragua from Costa Rica, and empties itself into the Atlantic, lat. 10.54 N., and long. 83.41 W. In this town there are no belfries or factories of any kind.

Owing to a shallow bar, vessels cannot enter the harbour or river, and are therefore obliged to anchor in from seven to eight fathoms of water, about two miles from the beach, the bottom consisting of a heavy dark sand and mud, containing much vegetable matter brought down by the river. Now, while at anchor in this situation, we hear, commencing with a marvellous punctuality, at about midnight, a peculiar metallic vibratory sound, of sufficient loudness to awaken a great majority of the ship's crew, however tired they may be after a hard day's work. This sound continues for about two hours with but one or two very short intervals. It was first noticed some few years ago in the iron-built vessels *Wye, Tyne, Eider,* and *Danube.* It has never been heard on board the coppered-wooden vessels *Trent, Thames, Tamar,* or *Solent.* These were steamers formerly employed on the branch of the Company's Intercolonial service, and when any of their officers or crew told of the wonderful music heard on board at Grey Town, it was generally treated as "a yarn" or hoax. Well, for the last two years the company's large Transatlantic ships have called at Grey Town, and remained there on such occasions for from five to six days. We have thus all had ample opportunity of hearing for ourselves. When first heard by the negro sailors they were more frightened than astonished, and they at once gave way to superstitious fears of ghosts and Obeahism. By English sailors it was considered to be caused by the trumpet fish, or what they called such (certainly not the *Co trieus ecolopus*, which does not even exist here). They invented a fish to account for it. But if caused by any kind of fish, why only at one place and why only at certain hours of the night? Everything on board is as still from two to four, as from twelve to two o'clock, yet the sound is heard between twelve and two, and not between two and four. The ship is undoubtedly one of the principal instruments in its production. She is in fact for the time being converted into a great musical sounding board.

It is by no means easy to describe this sound, and each listener gives a somewhat different account of it.

It is musical metallic, with a certain cadence, and a one-two-three time tendency of beat. It is heard most distinct by overtaken hatchways, over the engine-room, through the coal shoots, and close round the outside of the ship. It cannot be fixed at any one place, always appearing to recede from the observer. On applying the ear to the side of an iron bunker, one fancies that it is proceeding from the very bottom of the hold.

Very different were the conjectures made by the different listeners. The blowing of a conch shell by fishermen at a distance, a bell held to the ear in motion harp, the whirr or buzzing sound of wheel machinery in rapid motion, the vibration of a large bell when the first and louder part of the sound has ceased, the echo of chimes in the tower, the rippling of a stone on foot the wind blowing over telegraph wires, have all been assigned as bearing a more or less close resemblance. It is louder on the second than the first, and reaches its acme on the third night, calm weather and smooth water favour its development. The rippling of the water alongside and the breaking of the surf on the shore are heard quite distinct from it. What is, then, this nocturnal music? Is it the result of a molecular change or vibration in the iron acted on by some galvanic agent peculiar to Grey Town? for bear in mind that it is heard nowhere else, not at Colon, some 250 miles distant on the same coast, nor at Porto Bello, Carthagena, or St. Marta. The inhabitants on shore know nothing of it. If any of your numerous readers can assign a likely cause, will they be pleased to state by what means, if any, its accuracy may be tested? If required, I can forward a specimen of the sand and sand taken from the bottom.

CHARLES DENNEHY, M.N.I., R.M.S. Shannon.

[Our correspondent should dredge.—Ed.]

Houses, Lands, Tenements, &c.

TO LET.

TO LET.

ONE Commodious BUNGALOW with GARDENS, situated at Kowloon, near the Police Station, rent moderate. Apply to SHAIK EBRAHIM FUTTAY ALLY, Cochrane Street, near Old Police House.

1m 1255 Hongkong, 2nd July, 1870.

TO LET.

HOUSES, Nos. 1 and 3, *Mosque Street*, commanding a full view of the harbour. Apply to H. L. NORONHA.

Sw 1222 Hongkong, 28th June, 1870.

TO LET.

THOSE desirable ROOMS, known as Nos. 6 and 10, CLUB CHAMBERS.

DOUGLAS LAPRAIK & Co.

tf 1174 Hongkong, 21st June, 1870.

TO LET,

With possession on the 1st proximo.

FOUR desirable six roomed two storied Dwelling Houses, with commodious Out Offices. Apply to

DOUGLAS LAPRAIK & Co.

tf 934 Hongkong, 20th May, 1870.

TO LET,

(With immediate possession).

NO 1, Peohill Terrace, *Elgin Street.* Apply to

LANE, CRAWFORD & Co.

tf 802 Hongkong, 30th April, 1870.

TO LET.

THE Spacious Family Residence in *Bonham Road*, lately occupied by R. McMURDO, Esq., with Stabling and Garden attached, Gas and Water laid all over the House and Offices. The Houses, No. 2, 3, 4, and 5, West Terrace, *Caine Road*, containing 4 Rooms each, with Bath Rooms, Outhouses, &c. Apply to

THOMAS WALLACE, *East Point.*

tf 789 Hongkong, 27th April, 1870.

TO LET,

From 1st June, 1870.

HOUSE No. 10, *Arbuthnot Road*, known as "The Bay View." Water and Gas laid on, and with immediate possession.

HOUSE No. 14, *Wyndham Street*, Water laid. Apply to J. A. DE CARVALHO.

tf 774 Hongkong, 25th April, 1870.

TO LET,

Descheduled.

NULLAH SIDE, *Bonham Road West*, containing 8 Rooms, Garden and Croquet Ground. Water laid on. Apply to

THOS. W. BARRINGTON, 47, *Wyndham Street.*

tf 740 Hongkong, 20th April, 1870.

TO LET,

(From 1st April next.)

THE Commodious Residence known as Elgin House, in Caine Road West, formerly occupied by Capt. Gilison.

For particulars, apply to

DOUGLAS LAPRAIK & Co.

tf 488 Hongkong, 10th March, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 picals capacity. Apply to

S. E. BURROWS & SONS.

tf 1790 Hongkong, 17th September, 1869.

TO LET.

With immediate possession.

THE HOUSE and OFFICES, No. 4, *Gough Street*, lately occupied by Messrs. A. WILKINSON & Co. Apply to

GIBB, LIVINGSTON & Co.

tf 1957 Hongkong, 15th October, 1868.

TO LET.

With immediate possession.

NO. 4, Peohill Terrace, *Elgin Street.* Apply to

LANE, CRAWFORD & Co.

tf 1868 Hongkong, 30th S[illegible] 1869.

TO LET.

With P[illegible] Street.

THE HOUS[illegible] No. 9, *Gough Street*, [illegible]pied by Messrs. KIRCH[illegible]GEE & Co. Apply to

GIBB, LIVINGSTON & Co.

tf [illegible] Hongkong, 1st July, 1869.

TO LET.

(With immediate possession).

THE commodious three storied HOUSE, No. 1, *Wyndham Street*, lately in the occupation of Messrs. BONNETT & Co. Apply to

DOUGLAS LAPRAIK & Co.

tf 2748 Hongkong, 13th December, 1869.

TO LET,

(With immediate possession.)

SEVERAL Strong commodious GODOWNS, very conveniently situated on Marine Lot No. 63, between Messrs. JOHN BURD & Co.'s premises and Messrs. GIBB, LIVINGSTON & Co.'s Wharf.

For Particulars, apply to

A. McLEOD,

At Messrs. GIBB, LIVINGSTON & Co.

tf 829 Hongkong, 26th April, 1869.

LIGHTERAGE AND STORAGE.

THE Undersigned will undertake to land Cotton, Rice, Coals, and other Merchandise in their own Boats, and to receive the same on storage in first class GRANITE GODOWNS on moderate terms.

ROBT. S. WALKER & Co.

tf Hongkong, 4th March, 1867.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*

THOS. W. BARRINGTON.

tf 642 Hongkong, 11th March, 1867.

TO LET.

(With possession on 1st January next).

THE very desirable Business PREMISES, situated the corner of *D'Aguilar Street* and *Wellington Street*, at present occupied by Messrs. A. BOYER & Co. Apply to

DOUGLAS LAPRAIK & Co.

tf 2347 Hongkong, 13th December, 1869.

TO LET.

THAT commodious family residence in *Bonham Road*, known as "Persepolis," containing 12 Rooms, besides basement story, Bath rooms, Coach House and Stable, Gas and Water laid on.

Also, Croquet ground, Flower and Vegetable garden. Apply to

THOS. W. BARRINGTON, 47, *Wyndham Street.*

tf 1080 Hongkong, 4th June, 1869.

TO LET.

(With immediate possession).

A BUNGALOW at *Pokefulam.* Apply to

LANE, CRAWFORD & Co.

tf 1683 Hongkong, 1st September, 1869.

FOR SALE AT FOOCHOW.

THE valuable property and Ship-chandlery premises of the late THOMAS THOMPSON.

At Foochow—the property consists of:—

A nice roomed House, at the lower part of the settlement, now tenanted as an Ice Manufactory, and formerly known, as the "Commercial Hotel."

And on Pagoda Island—

Large and Substantial House and Store Premises, Godowns with Storage for 2000 Tons. Two private Residences and Garden Ground.

To Storekeepers.—A coal trade is combined with the Store, also Water and Ballast Boats; the Business has been favorably known for many years and is now in regular working order.

To Capitalists.—This property has extensive river frontage, ample room for improvements, and is without exception the very best situation at the anchorage for Bonded Ware Houses, or a Steam Packet Agency.

The fullest information on application to

M. E. THOMPSON,

tf 927 *Sole Executrix.*

PUBLISHED BY AUTHORITY

THE Official Notes and Evidence in the proceedings of the NAVAL COURT OF INQUIRY, as to the collision between the U.S. Corvette *Oneida* and the P. & O. Steamer *Bombay.*

A few copies have been forwarded to the *Daily Press* office, on sale, and may be had on application. Price 50 cents.

tf 467 Hongkong, 8th March, 1870.

Insurances.

ROYAL INSURANCE COMPANY.

SECURITY

SHOULD BE THE FIRST CONSIDERATION IN INSURANCE TRANSACTIONS.

THE Directors of the Royal Insurance Company have the pleasure of supplying the following information to the public as evidence of the ample security they afford to their assurers:—

THE CAPITAL

of the Company, available for the purpose of meeting any unusual calamity happening to the Assured, is

TWO MILLIONS STERLING.

The amount actually paid up is £238,495. This, with the Accumulated Funds in Hand, makes the invested resources of the Company upwards of ONE MILLION SIX HUNDRED THOUSAND POUNDS, which amount is invested as follows:—

Invested Funds of the Royal Insurance Company, 30th June, 1869.

Real Property owned by the Company	£219,571 11 3
Mortgages on Freehold Property	33,500 0 0
£30,000 Reduced 3 per cent. Consols	28,085 1 3
India Government 5 per cent. Debentures	100,000 0 0
English Railway Debenture Bonds	59,090 17 7
First-class English Railway Preference and Guaranteed Stocks	335,476 11 11
Loans to Local Authorities of various towns in Great Britain, who have obtained the sanction of the Secretary of State to borrow the amounts	145,560 12 6
Bonds of the Mersey Docks and Harbour Board	62,341 14 8
Bonds of the British and Irish Magnetic Telegraph Co.	10,000 0 0
Bonds of the Liverpool Corporation	5,160 0 0
United States Government Stocks	101,330 7 10
Canada Bonds and Canada Dominion Stock	31,106 11 6
Short Loans on first-class English Dividend-paying Stocks, with margins from 20 to 50 per cent. on market values	477,195 0 0
Loans on Security of Life Policies	63,938 8 5
	£1,672,356 16 11

The above is a complete list of the Investments of the Company at the date specified, in addition to which the funds are still further increased, by amounts constantly varying, at different periods, in the hands of the Bankers and the Company's Agents.

At 31st Dec, 1868, these stood at £168,080 2 0

For the satisfaction of the Public, the whole of the Securities belonging to the Company are annually submitted to the careful scrutiny of two independent Auditors, and the following is an Extract from their Report to the last Annual Meeting:—

"The whole of your Books have been Audited—every Document, every Account, every Voucher, your Bank-book, and every Security—all have been most carefully kept, and there is not one doubtful Security in the whole."

THE ACCUMULATIONS OF THE LIFE DEPARTMENT,

After payment of Losses, Annuities and Expenses of every description, have been as follows:—

Funds in Hand at the last Quinquennial Valuation, 31st Dec., 1864	£621,434 15 5
Added to 31st December, 1865	103,146 7 3
" " " 1866	124,165 7 5
" " " 1867	128,583 5 10
" " " 1868	144,945 12 2
Total Accumulation of the Life Department on 31st December, 1868, exclusive of Shareholders' Capital	£1,122,275 8 1

The Directors also think it desirable to State that THE BUSINESS OF THE "ROYAL" HAS NEVER BEEN AMALGAMATED WITH THAT OF ANY OTHER COMPANY.

And that the LIABILITY of its Shareholders is UNLIMITED.

ROB. S. WALKER & Co., *Agents.*

2173 Hongkong, 6th November, 1869.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

No. 11, LOMBARD STREET, LONDON, E.C.

ESTABLISHED 1821.

And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

HAMBURG BREMEN FIRE INSURANCE COMPANY.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ of the annual rate	
Not exceeding 1 month	do	do
Above 1 month, and not exceeding three months	½	do do
Above 3 months, and not exceeding six months	¾	do do

Above six months the full annual rate.

WM. PUSTAU & Co., *Agents.*

tf 1667 Hongkong, 30th August, 1869.

IMPERIAL FIRE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance, viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents	½ per cent.
Other dwelling Houses, used strictly as such, and their contents, Godowns, Offices, Shops, &c., and their contents	¾ per cent

GIBB, LIVINGSTON & Co.,

Agents Imperial Fire Insurance Company

tf 864 Hongkong, 7th March, 1865.

FORBES & Co.'S CONSTITUENTS' INSURANCE COMPANY,

AND

BOMBAY INSURANCE COMPANY

THE Undersigned having been appointed Agents for the above Companies, are prepared to accept risks on the usual terms.

GIBB, LIVINGSTON & Co.

tf 399 Hongkong, 26th February, 1868

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents	½ per cent. per annum
Other dwelling Houses used strictly as such, and their contents, Godowns, Offices, Shops, &c., and their contents	¾ " "

GILMAN & Co.,

Agents, North British and Mercantile Insurance Company.

tf 886 Hongkong, 10th March, 1865.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents at the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above Insurance Office, are prepared to grant Policies against Fire and issue Policies on any First-class Sailing Vessels or Steamers on the usual terms, payable in case of loss, in China, Singapore, Calcutta, Bombay or London.

ROBT. S. WALKER & Co.

tf Hongkong, 8th October, 1863

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ship Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

Insurances.

THE LONDON ASSURANCE,

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

HEAD OFFICE IN LONDON—*No. 7, Royal Exchange, Cornhill, E.C.*

WEST END OFFICE—*No. 7, Pall Mall, S.W.*

RICHARD BAGGALLAY, Esq.—*Governor.*

JAMES BLYTH, Esq.—*Sub-Governor.*

EDWIN GOWER, Esq.—*Deputy-Governor.*

DIRECTORS.

Nathaniel Alexander, Esq. | Harry George Gordon, Esq.
John Alves Arbuthnot, Esq. | A. C. Guthrie, Esq.
Henry Benham Bax, Esq. | John Alex. Hankey, Esq.
Edward Budd, Esq. | Louis Huth, Esq.
Alfred De Chapman, Esq. | Charles Lyall, Esq.
Mark Wilks Collet, Esq. | John Owl, Esq.
Sir Richard Carrington, Bart. | Capt. R. W. Petly, R.N.
E. C. Dalgety, Esq. | David Powell, Esq.
Bonamy Dobree, Esq. | William Nelson, Esq.
John Entwisle, Esq. | P. F. Robertson, Esq. M.P.
G. L. Monck Gibbs, Esq. | W. Bryce Watson, Esq.
Robert Gillespie, Esq. | Lestock Polhill Wilson, Esq.

SECRETARY.

JOHN LAURENCE, Esq.

THE CORPORATION of the LONDON ASSURANCE have appointed Agents for the issue of Policies for Marine Assurance in INDIA and CHINA as under:—

Bombay—Messrs. EWART, LATHAM & Co.
Madras—Messrs. ARBUTHNOT & Co.
Calcutta—Messrs. MACKILLOP, STEWART & Co.
Honghong—Messrs. HOLLIDAY, WISE & Co.
Shanghai—Messrs. HOLLIDAY, WISE & Co.
Foochow—Messrs. HOLLIDAY, WISE & Co.
Mauritius—Messrs. BLYTH BROTHERS & Co.

The undersigned are prepared to issue Policies of the CORPORATION of the LONDON ASSURANCE, payable either here, in LONDON, at any of the above-named Agencies, and also at

Melbourne, Victoria—
Messrs. DALGETY, BLACKWOOD & Co.
Launceston, Tasmania—
Messrs. DU CROS, NICHOLS & Co.
Robart Town—
MR. LAVINGTON LOOPE.
Adelaide, S. Australia—
Messrs. ELDER, SMITH & Co.
Sydney, New S. Wales—
Messrs. FANNING, GRIFFITHS & Co.
Dunedin, Otago, New Zealand—
Messrs. DALGETY, RATTRAY & Co.

HOLLIDAY, WISE & Co.

tf 146 Hongkong, 31st January, 1868

LONDON ASSURANCE CORPORATION

LIFE ASSURANCES.

THE Undersigned are authorised to issue Life Policies for sums not exceeding £5,000.

HOLLIDAY, WISE & Co.

tf 1959 Hongkong, 15th October, 1868.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE LONDON ASSURANCE CORPORATION.

THE Undersigned having been appointed AGENTS for the above CORPORATION are prepared to grant FIRE AND MARINE INSURANCE on the usual terms.

HOLLIDAY, WISE & Co.

tf 3025 Hongkong, 27th December, 1867.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON

ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

W. MACAULAY, *Agent.*

tf Hongkong, 1st July, 1867.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents	½ per cent.
Other Dwelling Houses (similarly situated) and their contents	¾ per cent.
Offices and Godowns and their contents	1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days	¼ th per cent.	
Not exceeding 1 month	⅓	"
Above 1 month, and not exceeding	½	"
Above 3 months, and not exceeding	⅔	"
Above 6 months, the full annual rate of 1		

ROBT. S. WALKER & Co.,

Agents, Royal Insurance Company.

tf 1743 Hongkong, 13th September, 1869.

HONGKONG FIRE INSURANCE COMPANY, 1868.

THE undersigned, having been appointed Agents of the above Company, are prepared to issue Marine Policies on the usual terms to the extent of £10,000, on any first class risk.

A. G. HOGG & Co.

tf 538 Hongkong, 17th March, 1869.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ of the annual rate	
Not exceeding 1 month	do.	do.
Above 1 month, and not exceeding three months	½	do. do.
Above 3 months, and not exceeding six months	¾	do. do.

Above six months the full annual rate.

JARDINE, MATHESON & Co.,

Agents, Alliance Fire Assurance Company.

tf 878 Hongkong, 26th August, 1869.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ of the annual rate.	
Not exceeding 1 month	⅓	do.
Above 1 month, and not exceeding	½	do.
Above 3 months and not exceeding	⅔	do.
Above 6 months, the full annual rate.		

GIBB, LIVINGSTON & Co.,

Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 13th August, 1869.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

MERCHANTS MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.

Paid up Capital—$500,000.00.

THE Undersigned having been duly Appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.

OLYPHANT & Co.

tf 1292 Hongkong, 2nd July, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

Insurances.

PACIFIC INSURANCE COMPANY, SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 360 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co., *Secretaries.*

tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies against Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month, and not exceeding	⅓ of the annual rate	
Above 1 month, and not exceeding	½	do. do.
Above 3 months and not exceeding	⅔	do. do.
Above 6 months the full annual rate.		

GILMAN & Co., *Agents,*

North British & Mercantile Insurance Company.

tf 893 Hongkong, 7th April 1868.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agent for the above Insurance Company, is prepared to grant Policies covering Marine risks at Current Rates. Policies can be made payable at all the principal ports throughout the world.

EDW. NORTON, *Agent.*

tf 240 Hongkong, 3rd February, 1870.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days	¼ of the annual rate.	
Not exceeding 1 month	⅓	do. do.
Above 1 month and not exceeding 3 months	½	do. do.
Above 3 months and not exceeding 6 months	¾	do. do.

EDWARD NORTON,

Agent the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company, at this port, is prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.

EDWARD NORTON.

tf 241 Hongkong, 22nd January, 1870.

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